

January 7, 2021

Mr. Nick Gustafson
County of San Diego
5510 Overland Avenue
San Diego, CA 92123

LLG Reference: 3-20-3309

Subject: **East Otay Mesa Business Park Specific Plan Land use Change
Transportation Analyses**

Dear Mr. Gustafson:

The Project is an amendment to the East Otay Mesa Business Park Specific Plan and does not involve any specific approvals or entitlements. Future discretionary permits will be required for any development proposals under the Specific Plan. The Project includes changes to land uses and specific plan road network, the land use matrix and development regulations, updates to reflect Caltrans acquisitions for State Route 11 and 125, and increases to the development footprint for the new Port of Entry (POE), and miscellaneous typographical and editorial updates to text, tables and figures. The Project results in the increase of land use designations by approximately 60.8 acres for Mixed-Use – Residential Emphasis, 209.8 acres for Heavy Industrial, 255.91 acres for Circulation Corridors. The Project results in the decrease of land use designations by approximately 53.12 acres for Mixed-Use – Employment Emphasis, 99.11 acres for Mixed Industrial, 107.34 acres for Light Industrial, and 266.94 acres for Technology Business Park.

The revision of acreage in the project description has been made to reflect reduction in future developable land within the Specific Plan Area due to land acquisitions by the California Department of Transportation (Caltrans) for the buildout of SR-125/SR-905/SR-11 interchange and the US/Mexico Port of Entry. Impacts to Air Quality, GHG, Noise, and Traffic related to development on Caltrans acquisition land have been separately analyzed.

This transportation analysis has been prepared to analyze changes in trip generation as compared to the previously approved Specific Plan Amendment (SPA 15-001). This traffic study is comprised of two parts (Part A and Part B). Part A was prepared by Darnell and Associates and focuses on trip changes related to all land uses changes,

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with the exception of trips within the Otay 250 area. This analysis is presented in (*Attachment A*). The Darnell report addresses the traffic implications of the East Otay Mesa Business Park Specific Plan from a trip generation standpoint and also addresses the removal of David Ridge Road between Alta Road and Vann Center Road. The report concludes that the proposed amendment will result in a trip reduction of approximately 24,000 ADT (see pg.12). The report also concludes that the proposed land use changes and removal of David Ridge Road can be accommodated within the East Otay Mesa Specific Plan Mobility Element (pg. 14).

This transportation analysis focused only on changes in land use proposed by the applicant team and did not include reductions in land acreage resulting from Caltrans acquisitions, thereby making the analysis more conservative than that of the full Project due to a larger amount of acreage being analyzed as available for future development. The inclusion of this reduced development potential would further reduce Project impacts as those identified in the study.

Part B was prepared by Linscott, Law, and Greenspan (LLG) and focuses on the Otay 250 project. When Otay 250 was approved, it relied on a previous entitlement application (Otay Tech Center) which established a maximum trip count of 34,124 ADT, and a maximum AM and PM peak trip count of 2,785 and 3,474. These maximum trips assumed a mixed-use credit (reduction) of 10%. While the proposed project makes land use changes within the Otay 250 area, future developments are capped at the previously approved trip volumes outlined above. LLG's analysis presents the trips associated with a "Typical Development Scenario", as presented in Table 3.3-1 of the Specific Plan Amendment to demonstrate how future projects will be analyzed to ensure that they do not exceed previously established traffic volumes.

Please call me if you have any questions.

Sincerely,
Linscott, Law & Greenspan, Engineers



John Boarman, P.E.
Principal

November 4, 2020

Mr. Nick Gustafson
County of San Diego
5510 Overland Avenue
San Diego, CA 92123

LLG Reference: 3-20-3309

Subject: **East Otay Mesa Business Park Specific Plan Land use Change
Transportation Analyses**

Dear Mr. Gustafson:

The subject project is a Specific Plan Amendment (SPA) within the East Otay Mesa Business Park Specific Plan (EOM SP). The SPA proposes; To re-designate 207.3 acres of Technology Business Park to Heavy Industrial uses; To re-designate 77.7 acres of Light Industrial to Mixed Industrial uses; To re-designate 7.8 acres of Technology Business Park and 53.1 acres of Mixed Use – Employment Emphasis to Mixed Use – Residential Emphasis; The removal of David Ridge Road, from Vann Center Blvd to Alta Road which would result in an additional 2.5 acres of developable land which will be subject to Heavy Industrial Land Use designation and an additional 2.5 acres of developable land which will be subject to Technology Business Park Land Use designation; Changes resulting in Caltrans acquisitions for State Routes 11 and 125, and the expansion of the new port of entry; Changes to allowable uses within the Land Use Matrix, including the addition of new allowable uses, changing certain regulatory processes, revising certain interim use requirements; Changes to design regulations for certain uses, including increasing certain height limits, increasing floor area ratio and coverage, reducing parking requirements, reducing lot sizes, and revised landscape requirements.

This transportation analysis has been prepared to analyze changes in trip generation as compared to the previously approved Specific Plan Amendment (SPA 15-001). This traffic study is comprised of two parts (Part A and Part B). Part A was prepared by Darnell and Associates and focuses on trip changes related to all land uses changes, with the exception of trips within the Otay 250 area. This analysis is presented in **(Attachment A)**. The Darnell report addresses the traffic implications of the East Otay Mesa Business Park Specific Plan from a trip generation standpoint and also addresses the removal of David Ridge Road between Alta Road and Vann Center Road. The

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report concludes that the proposed amendment will result in a trip reduction of approximately 24,000 ADT (see pg.12). The report also concludes that the proposed land use changes and removal of David Ridge Road can be accommodated within the East Otay Mesa Specific Plan Mobility Element (pg. 14).

Part B was prepared by Linscott, Law, and Greenspan (LLG) and focuses on the Otay 250 project. When Otay 250 was approved, it relied on a previous entitlement application (Otay Tech Center) which established a maximum trip count of 34,124 ADT, and a maximum AM and PM peak trip count of 2,785 and 3,474. These maximum trips assumed a mixed-use credit (reduction) of 10%. While the proposed project makes land use changes within the Otay 250 area, future developments are capped at the previously approved trip volumes outlined above. LLG's analysis presents the trips associated with a "Typical Development Scenario", as presented in Table 3.3-1 of the Specific Plan Amendment to demonstrate how future projects will be analyzed to ensure that they do not exceed previously established traffic volumes.

Please call me if you have any questions.

Sincerely,
Linscott, Law & Greenspan, Engineers



John Boarman, P.E.
Principal

ATTACHMENT A

EAST OTAY MESA BUSINESS PARK SPECIFIC PLAN LAND USE CHANGE STUDY TRANSPORTATION ANALYSIS

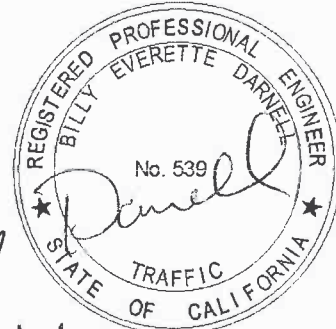
EAST OTAY MESA BUSINESS PARK SPECIFIC PLAN LAND USE CHANGE TRANSPORATION ANALYSIS

Prepared for

SD Commercial, LLC
5440 Morehouse Drive, Suite 4000
San Diego, CA. 92121

Prepared by:

Darnell & Associates, Inc.
4411 Mercury Street, Suite 207A
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Prepared By:

Bill E. Darnell, P.E.

Revised: November 3, 2020

Revised: October 27, 2020

Revised: August 19, 2020

Revised: July 15, 2020

Original: June 24, 2020

Darnell & ASSOCIATES, INC.

TRANSPORTATION PLANNING & TRAFFIC ENGINEERING

November 3, 2020

Fiona McKenna,
Project Manager,
SD Commercial, LLC
5440 Morehouse Drive, Suite 4000
San Diego, CA. 92121

D&A No.: 200501

RE: East Otay Mesa Specific Plan Land Use Transportation Change Analysis.

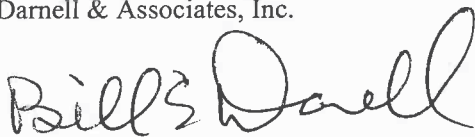
Ms. McKenna,

In accordance with your authorization, Darnell & Associates, Inc. (D&A) has completed the Traffic Analysis for the East Otay Mesa Specific Plan area to address the trip generation of the proposed changes in project trip generation and the removal of David Ridge Road between Alta Road and Vann Center Road. The analysis also provides an analysis of Year 2035 and Year 2050 Traffic forecasts. The report has been revised to respond to County Comments and is focused on changes in Land Use for Areas 1, 2 and 3 shown on Figure 2. Additional analysis for the Sunroad Development West of Enrico Fermi is not included in this report.

If you have any questions, please feel free to contact this office.

Sincerely,

Darnell & Associates, Inc.



Bill E Darnell, P.E.
Firm Principal
RCE 22338



Date Signed 11/3/2020

**EAST OTAY MESA BUSINESS PARK
SPECIFIC PLAN LAND USE
TRANSPORTATION ANALYSIS**

Prepared for:

SD Commercial, LLC
5440 Morehouse Drive, Suite 4000
San Diego, CA. 92121

Prepared by:

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November 3, 2020, 2020
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Attachments

Attachment A

- 2030 SANDAG Forecasts
- 2050 SANDAG Forecasts

Attachment B

- Mixed Industrial, SR-11 and the New Otay Mesa Port of Entry Information

Attachment C

- County of San Diego Land Use Data Tables

INTRODUCTION

The Adopted East Otay Mesa Business Park Specific Plan is presented on **Figure 1** the adjacent land uses are summarized in Table 1. The adopted amendments to the Specific Plan are proposed in three (3) areas as shown on **Figure 2**. The three (3) areas identified for change shown on **Figure 2** have been proposed to make the following changes to the adopted East Otay Mesa Business Park Specific Plan.

- Change 209.8 Acres of Technology Business Park to Heavy Industrial in Area 1 shown on Figure 2. The change includes removal of David Ridge Road between Vann Center Road and Alta Road as shown on **Figure 3**. Figure 3 also presents the Adopted Mobility Element.
- Retention of the adopted 11.0 Acres of District Commercial at the northeast corner of Otay Mesa Road and Alta Road.
- Change of 77.7 acres of existing Light Industrial Use to Mixed Industrial Use in Area 2 shown on **Figure 2** and **Figure 5**.
- Increase the Floor Area Ratio (FAR) from 0.4 to 0.5 for Mixed Industrial Use in the entire Specific Plan shown on **Figure 2**

The East Otay Mesa Business Park Specific Plan Mobility Element is presented on **Figure 3**. Also shown on **Figure 3** is identification of the removal of David Ridge Drive between Vann Center Drive and Alta Road from the adopted Specific Plan.

The Specific Plan Amendment includes an update to land acreages resulting from Caltrans acquisitions and the construction of the new port of entry. These changes result in approximately 260.91 acres being redesignated Circulation Corridor uses. Presently the SR-11 Freeway is under construction with connections to the existing SR-905 Freeway and the SR-125 Toll Road facilities to the proposed US Port of Entry to Mexico. The SR-11 project includes construction of interchanges at Enrico Fermi Drive and at Siempre Viva Road connection to the proposed Otay Mesa Port of Entry to Mexico. **Figure 4** shows Area 1 that is proposed to change the Land Use designation from Technology Business Park Use to Heavy Industrial Use. The location of the proposed change in Light Industrial Use designation to Mixed Industrial Use is presented on **Figure 5**.

The amendments to the Specific Plan are shown on **Figure 6** and proposes the Specific Plan Mixed Industrial Use be amended to increase the FAR from 0.4 to 0.5 is the Mixed Industrial Use Zones. To further quantify the proposed changes, Table 2 was prepared summarizing the Otay Mesa Specific Plan adopted uses and the proposed uses. The proposed changes in Land Use designation and Floor Area ratio (FAR) will be analyzed to estimate the changes in Year 2030 or traffic from proposed land Use Amendments to the Land Use changes and removal of David Ridge Road between Alta Road and Vann Center Drive. The removal of David Ridge Road will add approximately 2.5 acres of Technology Business Park and 2.5 acres of Heavy Industrial Uses with the removal of the segment of David Ridge Road between Alta Road and Vann Center Drive.

Additionally, the project includes changes to land use designations within PDS2015-SPA-15-001, which are illustrated in Table 2.

ANALYSIS

To determine the impact of the proposed land use changes shown on Figures 4, 5, 6 and Table 1, we have estimated the changes in traffic based on the net usable acres for the proposed land use amendments. The changes in traffic will be used to estimate the increase and/or decrease in Year 2035 daily traffic forecasts for the East Otay Mesa Business Park Specific Plan area. The first step in the analysis process, we have assembled the Future 2035 and Year 2050 traffic volumes for the Specific Plan Area and each study area shown on **Figure 2**. To determine the increase and/or decrease of daily traffic that will be generated and added to the Mobility Element roadways shown on **Figure 3**.

Figure 2.1 - 1: Land Use Plan

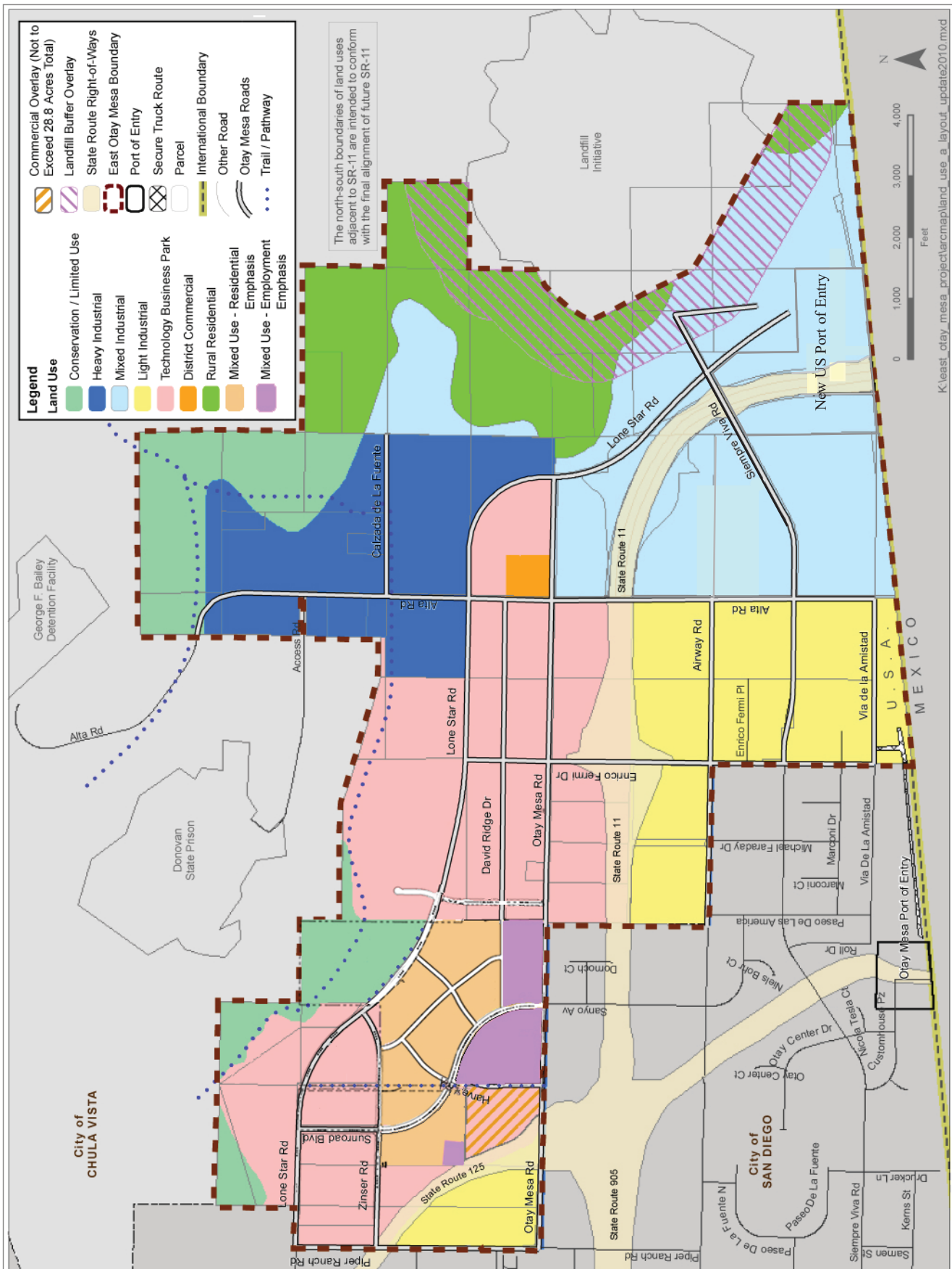


FIGURE 1 - ADOPTED SPECIFIC PLAN

Table 1 – Adopted East Otay Mesa Specific Plan Land Use Tabulation		
Land Use Designation	Approximate Acres (Net)	
	Adopted Land Use (Acres)	Subtotals
Activity Node Overlay	28.0 (maximum)	56.8 Acres of Overlay
Commercial Center Overlay	28.0 (maximum)	
District Commercial	11.0	2,109.9 Acres High Intensity Commercial, Industrial, and Mixed-Use
Mixed-Use	161.6	
Residential Emphasis	108.5	
Employment Emphasis	53.1	
Heavy Industrial	292.0	
Mixed Industrial (a)	629.9	
Light Industrial	363.0	
Technology Business Park	652.4	
Rural Residential	313.8	5,52.3 Acres Low Intensity Use
Conservation/Limited Use	241.0	
Circulation Corridors (1)	350.4	
Total	3,012.7 Acres	
<p>Note:</p> <p>Circulation corridors include State freeways, Mobility Element roads, and Specific Plan roads. Standard rights-of-way were used to obtain land use calculations, with the exception of Caltrans freeways where average road widths were developed using data provided by Caltrans.</p> <p>Source: East Otay Mesa Business Park Specific Plan as amended by SPA-15-001 July 25, 2018</p>		

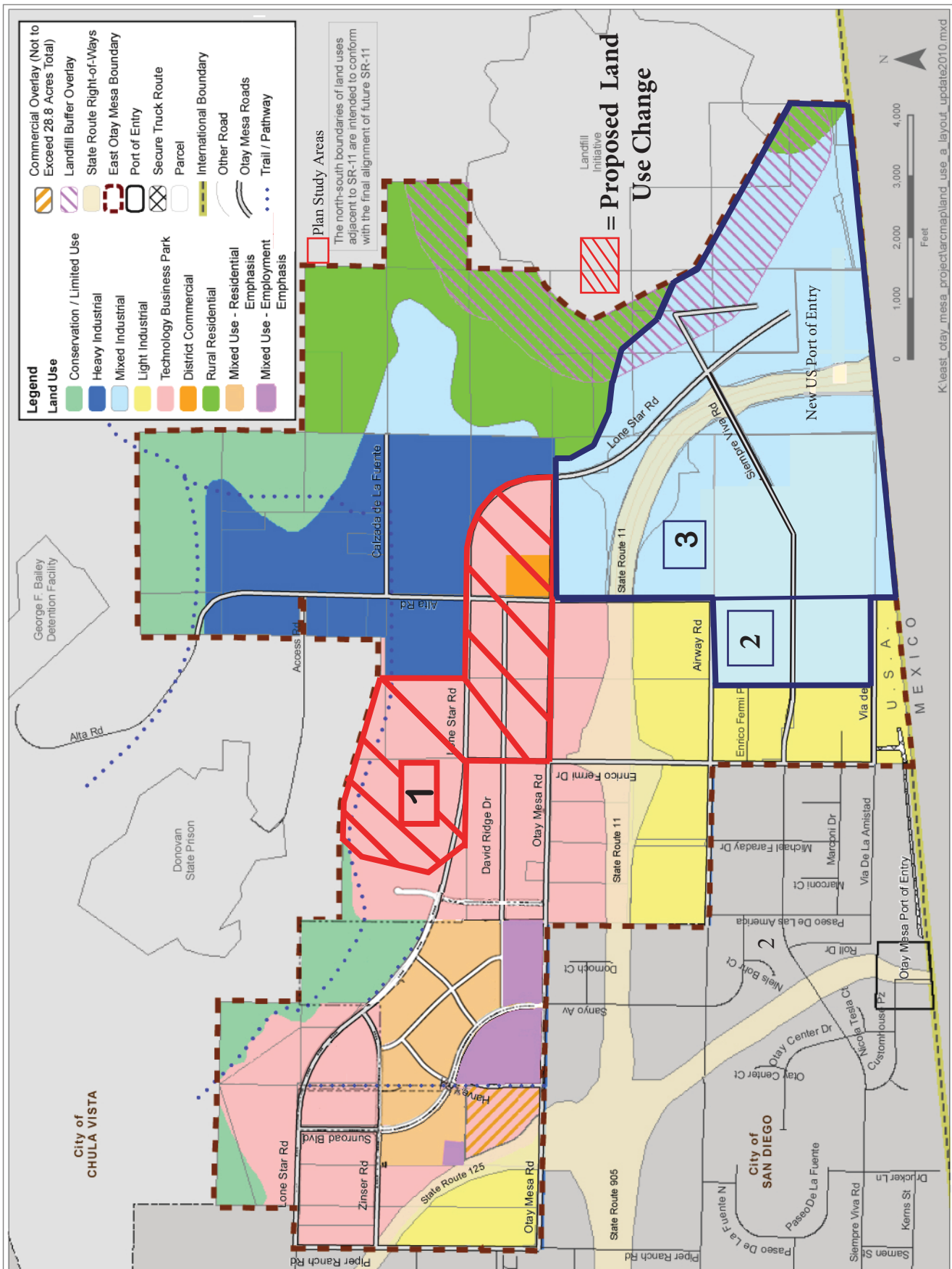


FIGURE 2 - PLAN AMENDMENT STUDY AREAS

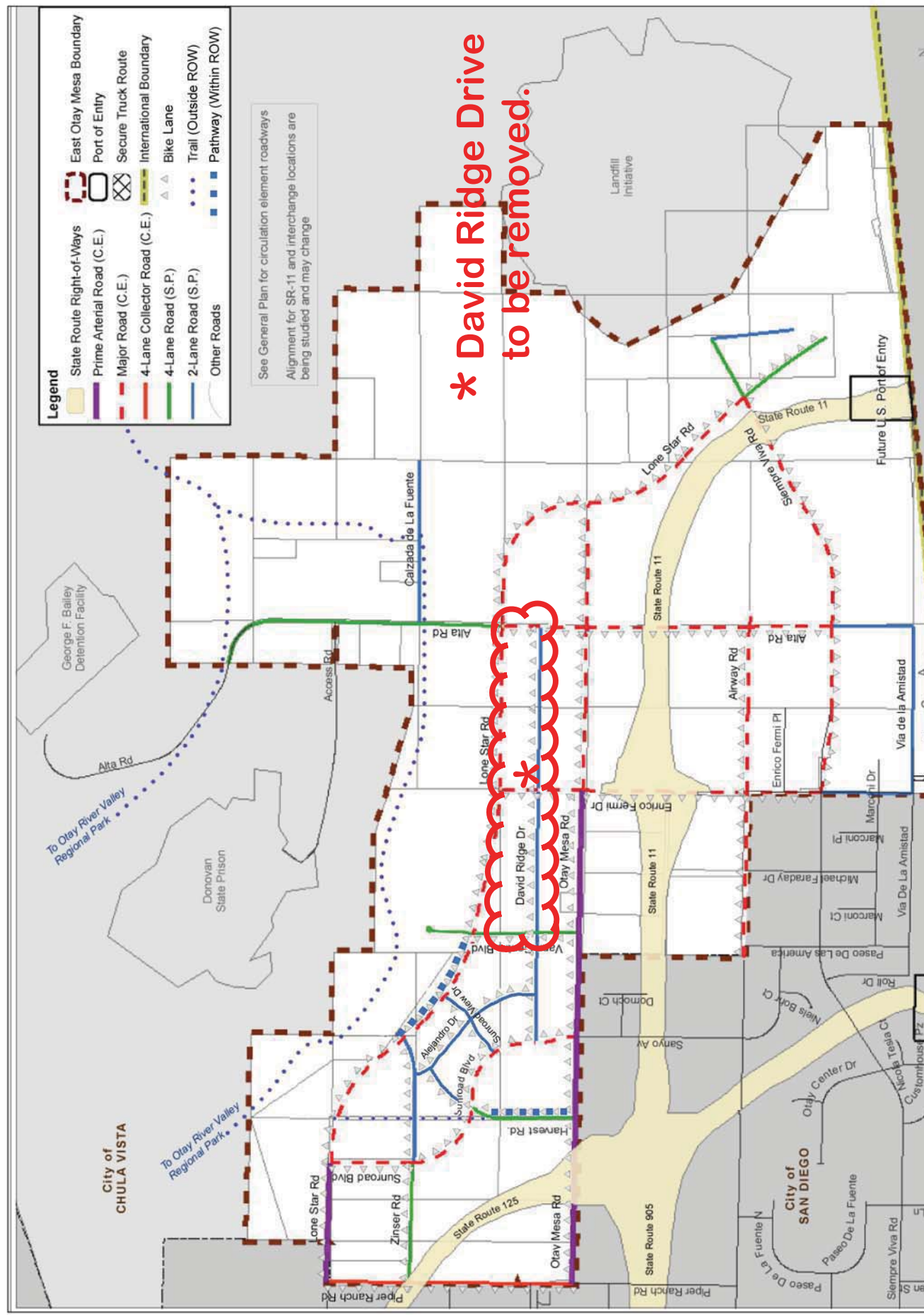


FIGURE 3 - EAST OTAY MESA SPECIFIC PLAN MOBILITY ELEMENT



FIGURE 4 - PROPOSED LAND USE CHANGE FROM TECHNOLOGY BUSINESS PARK
TO HEAVY INDUSTRIAL USE

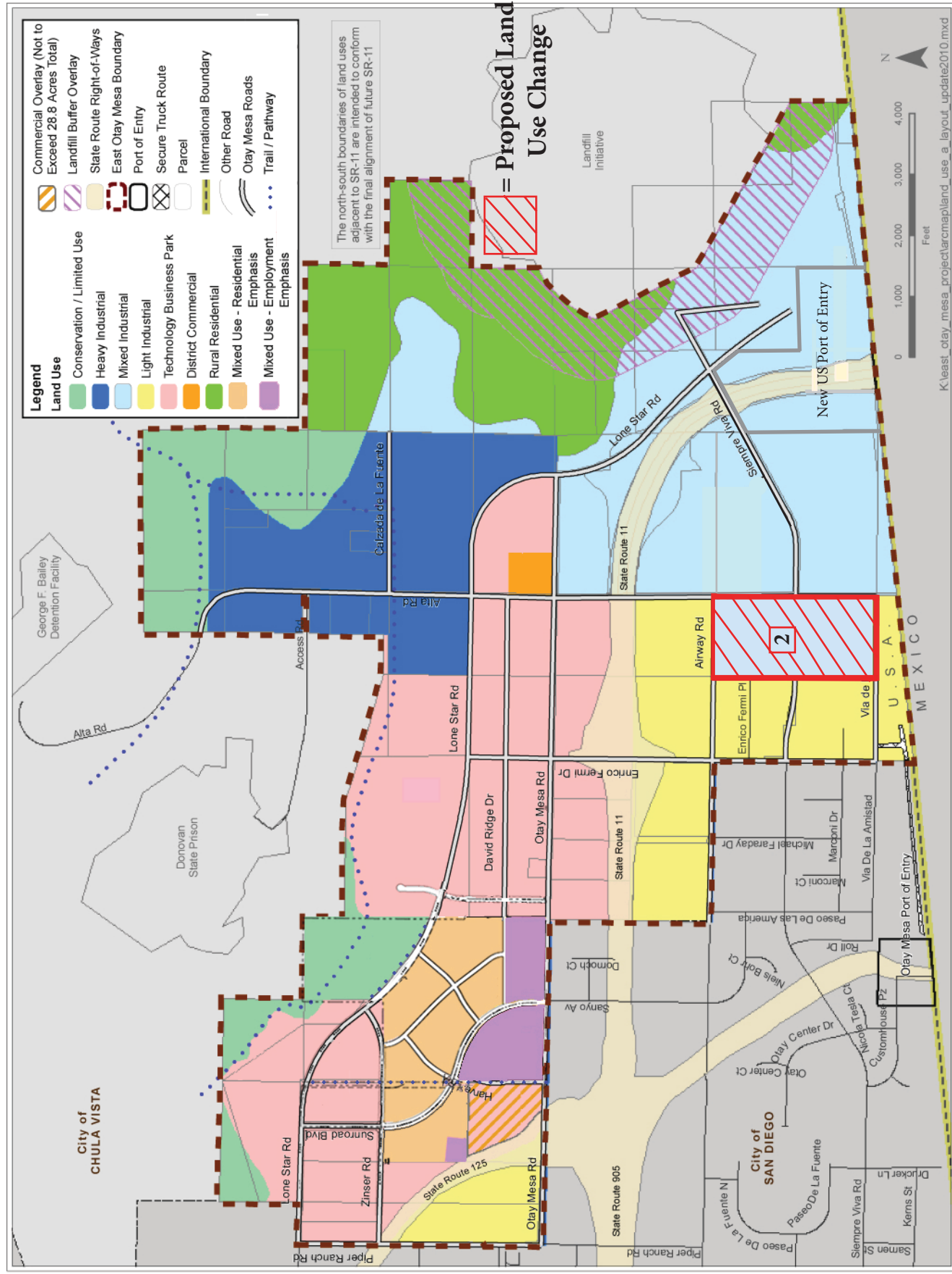




FIGURE 6 - PROPOSED MIXED INDUSTRIAL USE CHANGE TO INCREASE
FLOOR AREA RATIO FROM 0.4 TO 0.5

Table 2 include the existing specific plan acreages, changes in acreages from Caltrans acquisitions, the construction of the new port of entry and the entire proposed project (PDS2020-SPA-20-002). Table 3 summaries the County of San Diego proposed changes. Data from the County of San Diego is presented on Table 3.

Table 2 –Otay Mesa Specific Plan Land Use Tabulation				
Land Use Designation	Approximate Acres (Net)			
	Adopted Land Use (Acres)	Proposed Change Land Use (Acres)		Subtotals
		Land Use Change	Total	
Activity Node Overlay	28.0 (maximum)	-	28.0	56.8 Acres of Overlay
Commercial Center Overlay	28.8 (maximum)	-	28.8	
District Commercial	11.0	-	11.0	1,854.01 Acres High Intensity Commercial, Industrial, and Mixed-Use
Mixed-Use	161.6	7.68	169.28	
Residential Emphasis	108.5	60.8	169.30	
Employment Emphasis	53.1	-53.1	0	
Heavy Industrial	292.0	209.8	501.80	
Mixed Industrial (a)	629.9	-99.11	530.79	
Light Industrial	363.0	-107.34	255.66	
Technology Business Park	652.4	-266.94	385.46	
Rural Residential	311.3	-	311.30	552.3 Acres Low Intensity Use
Conservation/Limited Use	241.0	-	241.00	
Circulation Corridors (a)	350.4	255.91	606.31	606.31
Circulation corridors include State freeways, Mobility Element roads, and Specific Plan roads. Standard rights-of-way were used to obtain land use calculations, with the exception of Caltrans freeways where average road widths were developed using data provided by Caltrans. Useable are calculations for the Plan Amendment areas will be evaluated based on available site area mapping. Source: Page 35 of the East Otay Mesa Business Park Specific Plan as Amended by SPA-15-001. July 25, 2018 Source: East Otay Mesa Business Park Specific Plan as amended by SPA-15-001 July 25, 2018				

The existing Specific Plan land uses and associated acreages has been presented in Tables 1 and 2. This serves as the approved baseline for this traffic study.

This Specific Plan Amendment includes proposed changes to land uses and updates to land acreages since the approval of PDS2015-SPA-15-001 (Caltrans and Port of Entry). Changes to the Specific Plan resulting in Caltrans acquisitions and the construction of the new port of entry total approximately 260.91 acres. Changes to the Specific Plan land uses as a result of applicant revisions total approximately 348.30 acres.

Table 3 provides a summary which illustrates the existing baseline and includes all changes proposed by this project.

Table 3 –Summary of County of San Diego Specific Plan Use Changes				
Land Use	Adopted Specific Plan (1)	Proposed Specific Plan PDS2020-SPA-20-002		
		Caltrans Acquisitions and New Port of Entry (2)	Applicant Land Use Changes (3)	Proposed Changes in Land Use (2+3)
Activity Node Overlay	28.00 (Maximum)	0	0	0
Commercial Center Overlay	28.80 (Maximum)	0	0	0
District Commercial	11.00	0	0	0
Mixed-Use	161.60	-0.12	7.80	7.68
<i>Residential Emphasis</i>	<i>108.50</i>	<i>0</i>	<i>60.80</i>	<i>60.8</i>
<i>Employment Emphasis</i>	<i>53.10</i>	<i>-0.12</i>	<i>-52.98</i>	<i>-53.1</i>
Heavy Industrial	292.00	0	209.80	209.80
Mixed Industrial	629.90	-176.81	77.70	-99.11
Light Industrial	363.00	-29.64	-77.70	-107.34
Technology Business Park	652.40	-54.34	-212.60	-266.94
Rural Residential	311.30	0	0	0
Conservation/Limited Use	241.00	0	0	0
Circulation Corridors (1)	350.40	260.91	-5.00	255.91
Total	3,012.70	0	0	0
Source: Information provided by the County of San Diego * Discrepancies in totals are due to rounding				

LAND USE TRIP GENERATION

The first step in the analysis requires the formulation of the land use changes and resulting change in trip generation, based on the County of San Diego approved Trip Generation rates. Table 4 presents the East Otay Mesa Specific Plan trip generation rates used in this analysis and included in the adopted Specific Plan.

Table 4 – Approved EOMSP Trip Generation Rates		
Land Use Category		Daily Trip Rate
Heavy Industrial		60 Trips/acre
Light Industrial		80 Trips/acre
Mixed Industrial	0.4 FAR ⁽⁴⁾	120 Trips/acre
	0.5 FAR ⁽⁴⁾	150 Trips/acre
Technology Business Park		120 Trips/acre
Commercial Center Overlay		500 Trips/acre
Activity Node Commercial ⁽¹⁾ (less than 9 acres)		1,200 Trips/acre
Activity Node Commercial ⁽²⁾ (more than 9 acres)		700 Trips/acre
Residential ⁽³⁾		12 Trips/dwelling unit (20 acres/dwelling unit)
Conservation/ Limited Use		Minimum Trips/acre
Regional Circulation Corridor		Minimum Trips/acre
(1) Traffic Model assumed the total acreage of the Activity Node of nine acres or less in size to be 17 acres. (2) Traffic Model assumed the total acreage of the Activity Node of nine acres or less in size to be 21 acres. (3) Residential uses are located in Subarea 2 and the Sunroad development area. (4) The trip rate is based on development at the Floor Area Ratio (FAR) of 0.4 or 0.5		

Trip Generation Study

This analysis evaluated the net change in trips resulting from the proposed project. Table 3 presented the existing acreages and provided a breakdown of the proposed project. We have analyzed trips for the proposed changes in land use to determine the net increase or decrease in trips within the East Otay Mesa Specific Plan. As previously discussed, the analysis for changes in the mixed-use area are not included within this report, however, it is understood that total trips will not increase or decrease as future uses are capped by total trips, as well as AM and PM peaks. Table 5 shows that the project results in a total trip reduction by approximately 24,000 trips.

Table 5 – Proposed Land Use Changes and Net New Trips			
Land Uses	Proposed Changes in Land Use (2+3)	Trip Rate (trips/acre)	Net New Trips
Activity Node Overlay	0	n/a	n/a
Commercial Center Overlay	0	n/a	n/a
District Commercial	0	n/a	n/a
Mixed-Use	7.68	n/a	n/a
<i>Residential Emphasis</i>	60.8	n/a	n/a
<i>Employment Emphasis</i>	-53.1	n/a	n/a
Heavy Industrial	209.80	60	12,588
Mixed Industrial¹	-99.11	150	4,031
Light Industrial	-107.34	80	-8,587
Technology Business Park	-266.94	120	-32,032
Rural Residential	0	n/a	n/a
Conservation/Limited Use	0	n/a	n/a
Circulation Corridors (1)	255.91	n/a	n/a
Total	0		-24,002
1 – Trip rates for Mixed Industrial increase from 120 trips per acre to 150 trips per acre due to increase in FAR. Net new trips for Mixed Industrial are calculated taking net new acreage of 530.79 at 150 trips per acre (79,619) minus the existing acreage of 629.90 at 120 trips per acre (75,588 trips)			

The changes in land use will result in a total reduction of 24,002 daily trips to be removed from the East Otay Mesa Specific Plan circulation system. Table 6 that provides a comparison of adopted and proposed trip generation.

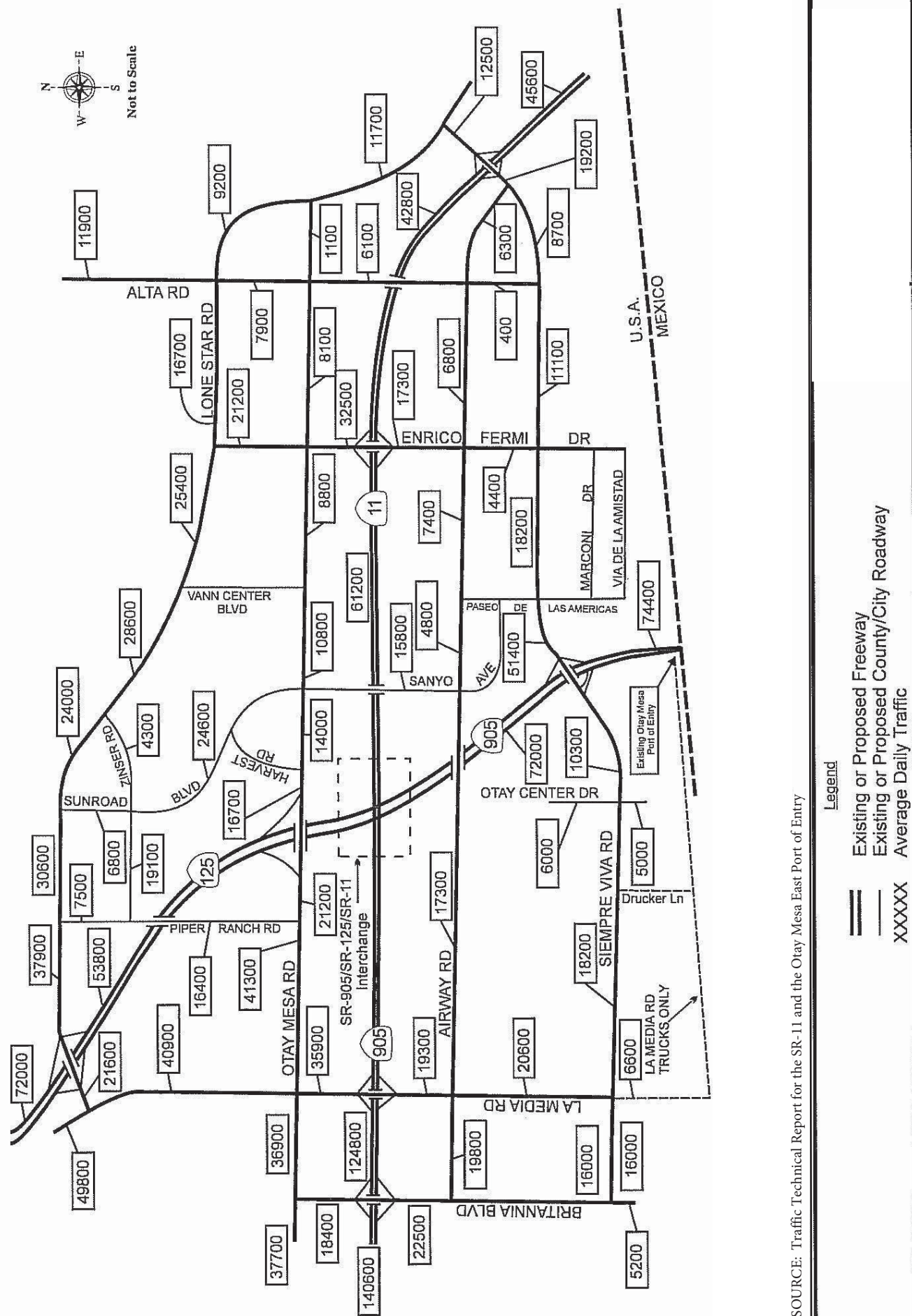
Table 6 – Comparison of Adopted and Proposed Trip Generation									
ADOPTED LAND USE				PROPOSED LAND USE					NET CHANGE
LAND USE DESIGNATION	LAND USE (ACRES)	RATE (TRIP/ ACRE)	ADT	PROPOSED LAND USE CHANGE	LAND USE (ACRES)	RATE (TRIP/ ACRE)	ADT		
ACTIVITY NODE OVERLAY	28.0 (MAXIMUM)	n/a	-	n/a	28.0 (MAXIMUM)	n/a	n/a	n/a	n/a
COMMERCIAL CENTER OVERLAY	28.8 (MAXIMUM)	n/a	-	n/a	28.8 (MAXIMUM)	n/a	n/a	n/a	n/a
DISTRICT COMMERCIAL	11	n/a	-	n/a	11.0	n/a	n/a	n/a	n/a
MIXED-USE (Sunroad)	161.6	n/a	n/a	7.70	169.3	n/a	n/a	n/a	n/a
	RESIDENTIAL EMPHASIS	n/a	n/a	60.80	169.3	n/a	n/a	n/a	n/a
	EMPLOYMENT EMPHASIS	53.1	n/a	-53.1	0	n/a	n/a	n/a	n/a
HEAVY INDUSTRIAL	292	60	17,520	+209.8	501.8	60	30,108	+12,588	
MIXED INDUSTRIAL	629.9	120	75,588	-99.11	530.79	150	79,619	+4,031	
LIGHT INDUSTRIAL	363	80	29,040	-107.34	255.66	80	20,453	-8,587	
TECHNOLOGY BUSINESS PARK	652.4	120	78,288	-266.94	385.46	120	46,255	-32,033	
RURAL RESIDENTIAL	311.3	n/a	-	n/a	311.30	n/a	-	-	
CONSERVATION/ LIMITED USE	241	n/a	-	n/a	241.00	n/a	-	-	
CIRCULATION CORRIDORS	350.4	n/a	-	255.91	606.31	n/a	-	-	
TOTAL	3,012.7		200,436				176,435	-24,002	

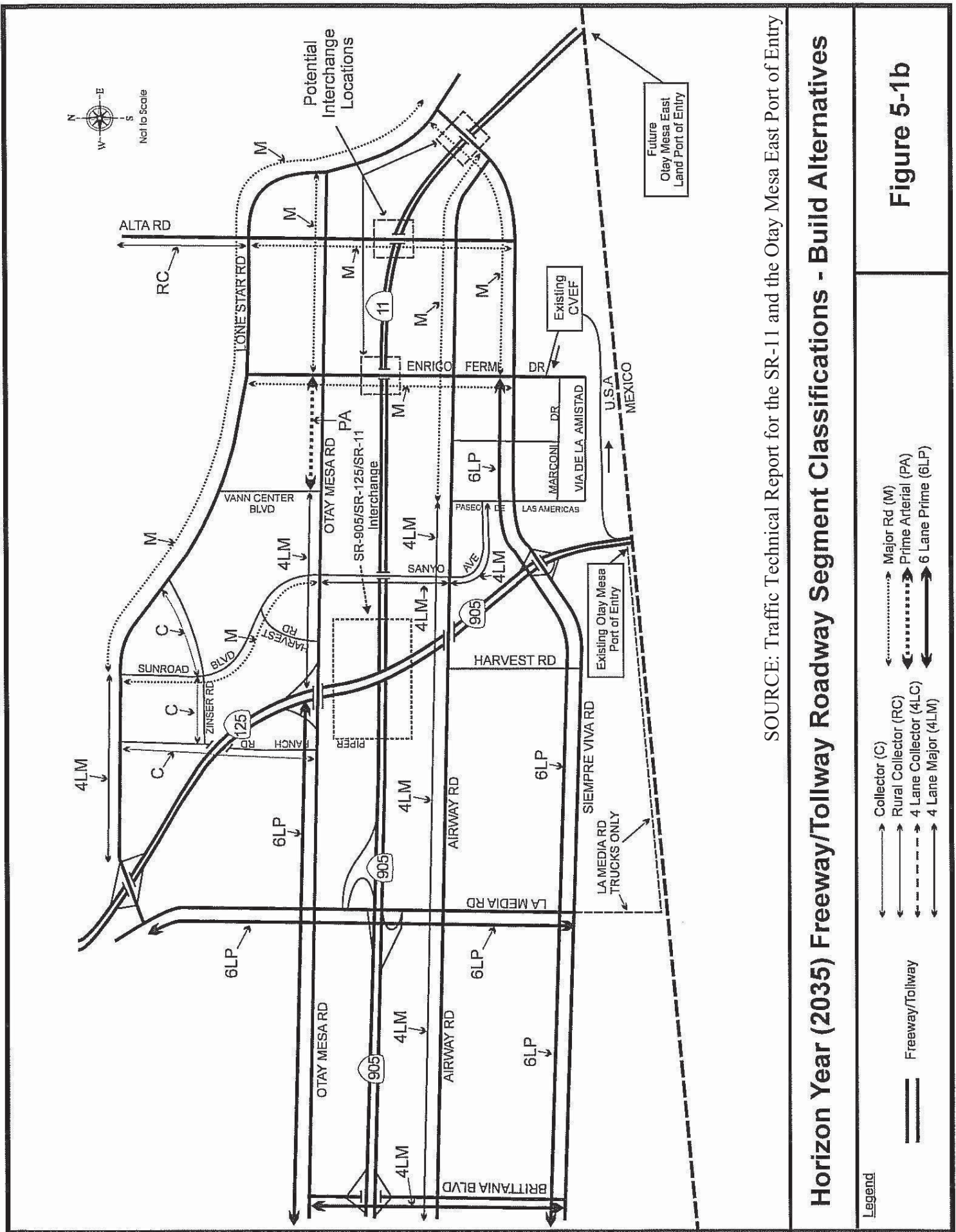
DAILY TRAFFIC ANALYSIS

To address the changes in trip generation in the study area proposed in the East Otay Mesa Business Park Specific Plan, we then assembled Year 2035 Daily Traffic volumes presented in the TEIR II Traffic Study prepared for Caltrans for the SR-11 Extension to the New Port of Entry to Mexico. The TEIR II Traffic Study was based on the County of San Diego adopted Specific Plan. **Figure 7** presents the Year 2035 daily traffic forecasts. **Figure 8** presents the roadway system for the Otay Mesa Specific Plan and **Figure 9** presents the Horizon Year 2035 Daily Truck Trips within the East Otay Mesa Specific Plan area. The traffic forecasts shown on **Figures 7 and 8** do not include David Ridge Road. In addition, SANDAG 2050 modeling for the Otay Mesa Specific Plan area identified 8,000 to 10,000 daily vehicles on David Ridge Road. Table 7 summarizes the 2030, 2035 and 2050 Traffic forecasts.

In addition to the Year 2035 traffic forecasts, we assembled Year 2050 SANDAG traffic forecasts for the area. A copy of the SANDAG 2030 and 2050 Plots are presented in Appendix A. Review of the 2050 Forecasts identify 8,000 to 10,000 daily trips on David Ridge Road oriented to the west. Using the 2035 and 2050 traffic forecasts, we prepared Table 7 analyzing the expected daily traffic volumes on East Otay Mesa Specific Plan roadways. Review of the 2035 and 2050 daily forecasts shows the roadways operate at LOS D or better for the 2035 and 2050 traffic conditions.

Also presented on Table 7 the 2035 truck trips and trucks percentage the 2035 daily total traffic volumes. The truck percentages range from a low of 2% to 14% with 36% on Enrico Fermi between Airway Road and Siempre Viva Road. The 36% on Enrico Fermi Drive is related to existing and continued use of the US/Mexico Border Crossing and Inspection Station. In addition to the 2035 and 2050 SANDAG Traffic Forecasts, we have included a copy of the 2030 SANDAG Forecasts included in the last update. Review of the SANDAG Forecasts found the roadway system did not match the adopted Mobility Element, whereas the 2035 and 2050 forecasts are consistent.

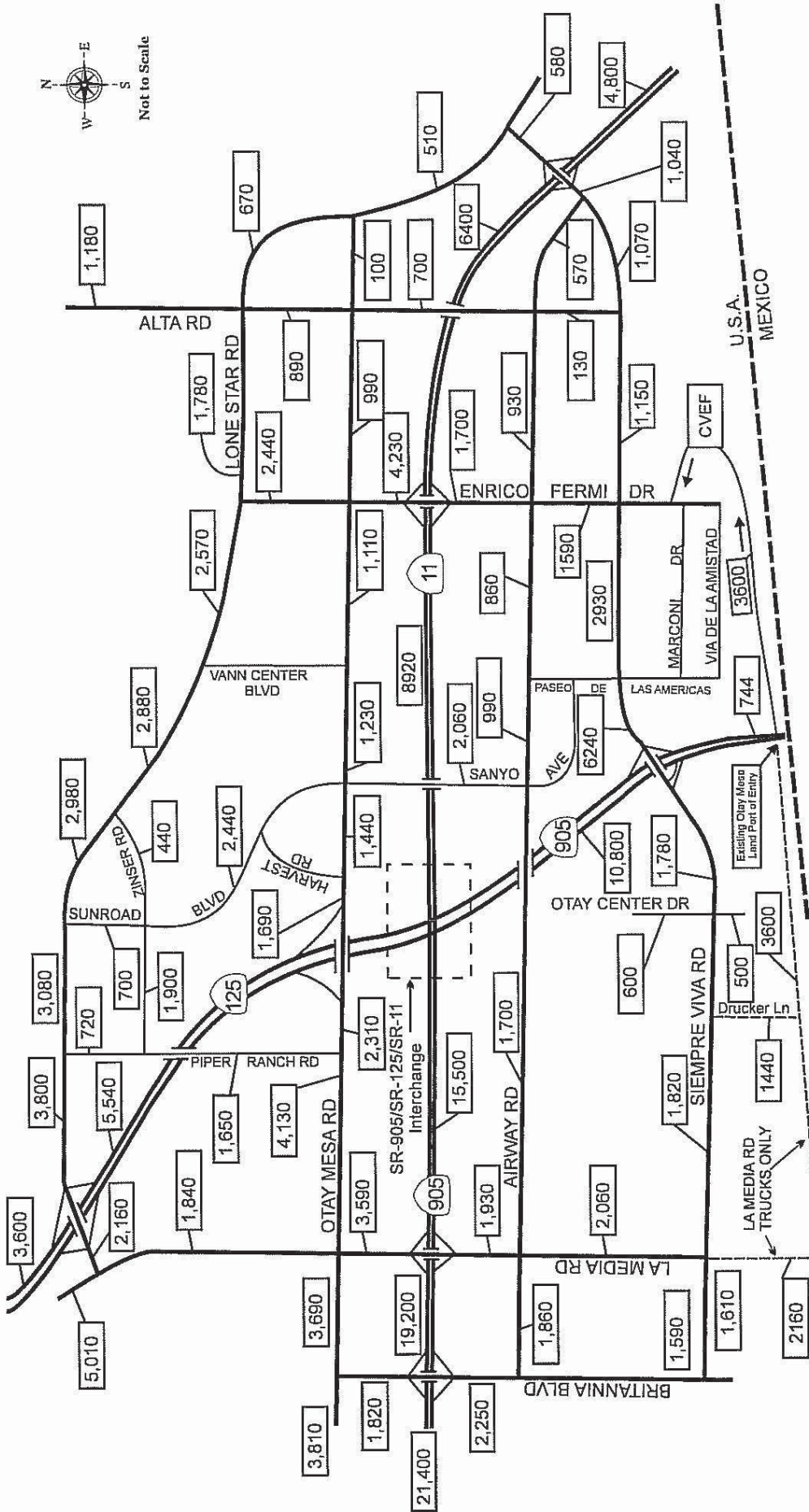




SOURCE: Traffic Technical Report for the SR-11 and the Otay Mesa East Port of Entry

Horizon Year (2035) Freeway/Tollway Roadway Segment Classifications - Build Alternatives

FIGURE 8 - HORIZON YEAR 2035 FREEWAY/TOLLWAY ROADWAY CLASSIFICATIONS



SOURCE: Traffic Technical Report for the SR-11 and the Otay Mesa East Port of Entry

Horizon Year (2035) Daily Truck Trips - SR-11/Siempre Viva Road Design Variation

Legend

- == Existing or Proposed Freeway
- Existing or Proposed County/City Roadway
- XXXXX Average Daily Traffic

Figure 5-69b

FIGURE 9 - HORIZON YEAR (2035) DAILY TRUCK TRIPS-SR-11/SIEMPRE VIVA ROAD DESIGN VARIATION

**Table 7 – Comparison of Daily Traffic Volume Forecasts and
Level of Service for County Roads in the East Otay Mesa Specific Plan**

Roadway Segment	Classification	2030 Forecast (2)		2035 Forecast (2)		2050 Forecasts (4)	
		ADT		LOS (1)	LOS (1)	ADT	LOS (1)
Lone Star Road							
- East of SR-125	6L-Prime	11,200	A	37,900	C	31,800	B
- West of Sunroad Blvd	6L-Prime	8,900	A	30,600	B	31,800	B
- East of Sunroad Blvd	4L-Major	11,600	A	24,100	B	25,000	B
- Sunroad Blvd to Vann Centre Blvd	4L-Major	11,600	A	28,600	C	23,400	B
- Vann Centre Blvd to Enrico Fermi Dr	4L-Major	14,800	B	25,400	C	37,100	B
- Enrico Fermi Dr to Alta Rd	4L-Major	10,200	A	16,700	B	27,500	B
- Alta Rd (North) to Paseo de La Fuente	4L-Major	5,300	A	9,200	A	14,900	B
- Otay Mesa Rd to Siempre Viva Rd	4L-Major	5,300	A	11,700	A	16,500	B
Otay Mesa Road							
- SR-125 to Harvest	6L-Prime	N/A	-	16,700	A	48,000	D
- Harvest to Sunroad Blvd	6L-Prime	8,700	A	14,000	A	48,000	D
- Sunroad Blvd to Vann Centre Blvd	6L-Prime	4,500	A	10,800	A	46,100	D
- Vann Centre Blvd to Enrico Fermi Dr	4L-Major	6,400	A	8,000	A	34,100	B
- Enrico Fermi Dr to Alta Rd	4L-Major	4,200	A	8,100	A	15,500	B
- Alta Rd to Lone Star Rd/Paseo de La Fuente	4L-Major	100	A	1,000	A	17,100	B
Airway Road							
- Paseo De Las Americas to Enrico Fermi Dr	4L-Major	5,900	A	7,400	A	10,800	A
- Enrico Fermi Dr to Alta Rd	4L-Major	700	A	6,800	A	14,000	A
Enrico Fermi Drive							
- Lone Star Rd to Otay Mesa Rd	4L-Major	15,600	A	21,200	C	26,300	D
- Otay Mesa Rd to SR-11	5L-Major	N/A	A	32,500	C	22,000	C
- SR-11 to Airway Rd	4L-Major	5,000	A	17,300	A	15,700	A
- Airway Rd to Siempre Viva Rd	4L-Major	2,100	A	4,400	A	6,700	A
Siempre Viva Road							
- SR-905 to Paseo de Las Americas	6L-Major	9,600	A	51,400	D	N/A	-
- Paseo de las Americas to Enrico Fermi Dr.	4L-Major	3,500	A	18,200	B	N/A	-
- Enrico Fermi Dr to Alta Rd	4L-Major	4,200	A	11,100	A	25,800	D
- Alta Rd to SR-11	4L-Major	2,500	A	15,000	B	15,700	A
- SR-11 to Paseo De La Fuente	4L-Major	6,600	A	12,500	A	22,800	D
Alta Road							
- North of Lone Star Rd	4L-I/C Collector	7,300	A	11,900	A	21,300	C
- Lone Star Rd to Otay Mesa Rd	4L-Major	900	A	7,900	A	12,400	A
- Otay Mesa Rd to Airway Rd	4L-Major	1,500	A	6,100	A	19,600	B
- Airway Rd to Siempre Viva Rd	4L-Major	800	A	6,700	A	10,700	A
Sunroad Boulevard							
- South of Lone Star Rd.	4L-Major	N/A	-	24,600	D	8,300	A
- North of Harvest Rd.	4L-Major	N/A	-	-	-	25,500	D
- North of Otay Mesa Rd	4L-Major	N/A	-	24,600	D	12,300	A
David Ridge Drive							
- Sunroad Blvd to Vann Centre Blvd	2-I/C Collector	N/A	-	N/A	N/A	12,700	D
- Vann Centre Blvd to Enrico Fermi Dr	2-I/C Collector	N/A	-	N/A	N/A	8,700	C
- Enrico Fermi Dr to Alta Rd	2-I/C Collector	N/A	-	7,200	N/A (2)	9,700	C
Vann Centre Blvd							
- Lone Star Rd to David Ridge Dr	2-I/C Collector	0.5	A	N/A	N/A	5,400	B
- David Ridge Dr to Otay Mesa Rd	2-I/C Collector	0.5	A	N/A	N/A	12,400	D

(NA) - Roadway segment included and/or not analyzed;

- (1) LOS criteria based on County's Public Road Standards (Appendix B);
- (2) Enhanced Major Road requires additional right-of-way to accommodate turn movements and freeway access from Otay Mesa Road to SR-11; Design capacity of an enhanced 4L Major Road was assumed 45,000 ADT at LOS E;
- (3) Buildout traffic forecast utilized from adopted Specific Plan Amendment 2002 since the model used in proposed traffic forecast provided a very low estimate for the roadway segment.
- (4) Copy of the 2030, and 2050 SANDAG Modeling Plots are presented in Attachment A.

SUMMARY AND CONCLUSION

The proposed land use changes and removal of David Ridge Road between Alta Road and Vann Centre Boulevard can be accommodated within the East Otay Mesa Specific Plan Mobility Element shown on **Figure 3**.

Review of Table 6 shows the adopted East Otay Mesa Specific Plan are was estimated to generate 200,435 daily trips and with the proposed amendment it is estimated the plan will generate 176,435 daily trips resulting in a reduction of 24,002 daily trips. The reduction in trip making is due to the acquisition of Technology Business Park Acreage Mixed Industrial land to accommodate the SR-11 and the New Otay Mesa Port of Entry to Mexico. The New Otay Mesa Port of Entry acquisition with the FAR increased from 0.4 to 0.5 and the Technology Business Park trip generation of 32,033 fewer daily trips.

Review of the Table 6 trip generation shows the proposed amendments will result in a significant reduction in traffic due to the change of Technology Business Park to Heavy Industrial Use. The reduction is estimated to generate 24,002 fewer daily trips in the East Otay Mesa Specific Plan area.

The changes in trip generation in the Light Industrial area will generate 8,587, fewer daily trips and the Mixed Industrial Uses with the SR-11 and the New Otay Mesa Port of Entry to the proposed change in the FAR from 0.4 to 0.5 is estimated to add 4,031 daily trips based on the loss of developable land due to the construction of the SR-11 and the New Otay Mesa Port of Entry.

ATTACHMENT A

- 2030 SANDAG Forecasts
- 2050 SANDAG Forecasts

**SANDAG Series 11
2030 Mobility Emphasis
Highway Network
Daily Traffic Volumes**

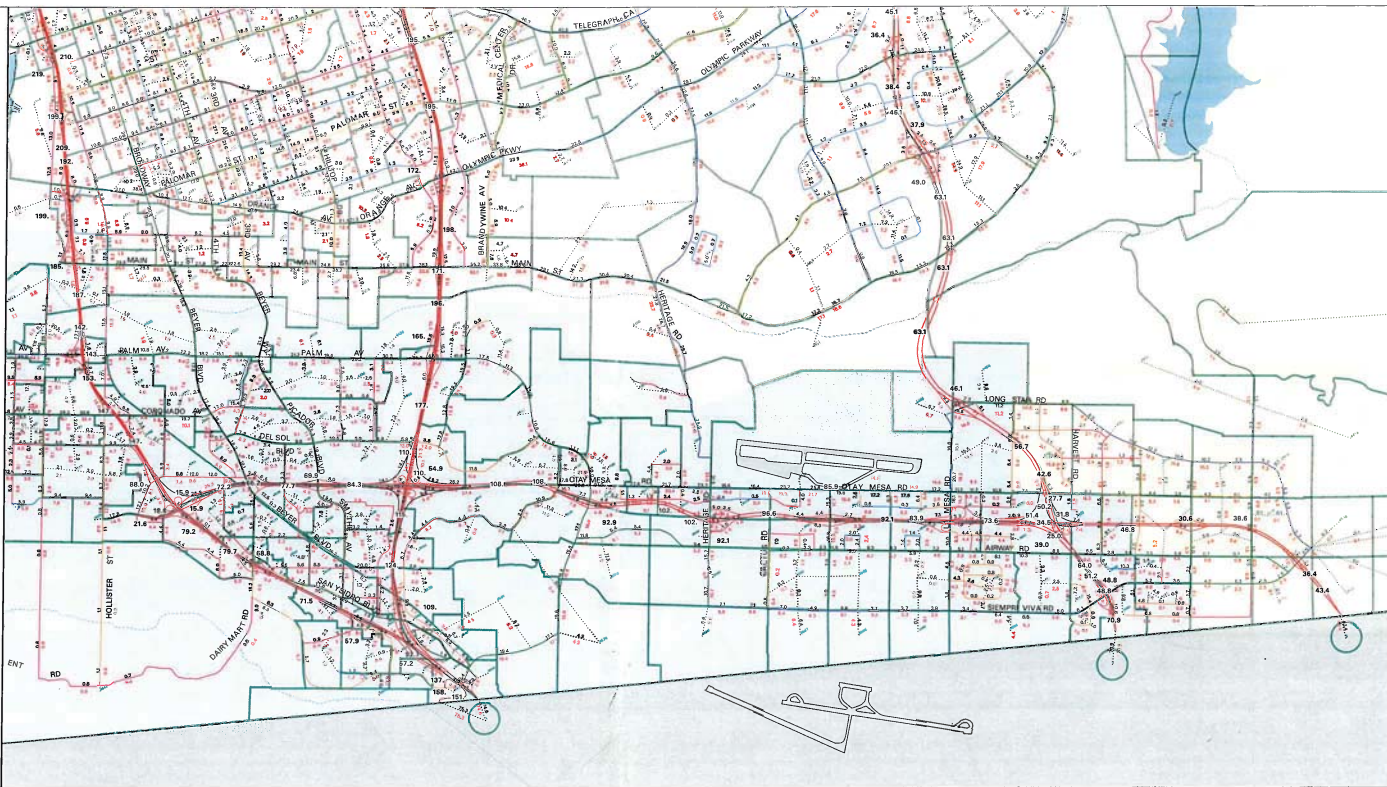
Model Run 03/12/07
SRN 2030 MOBILITY NETWORK

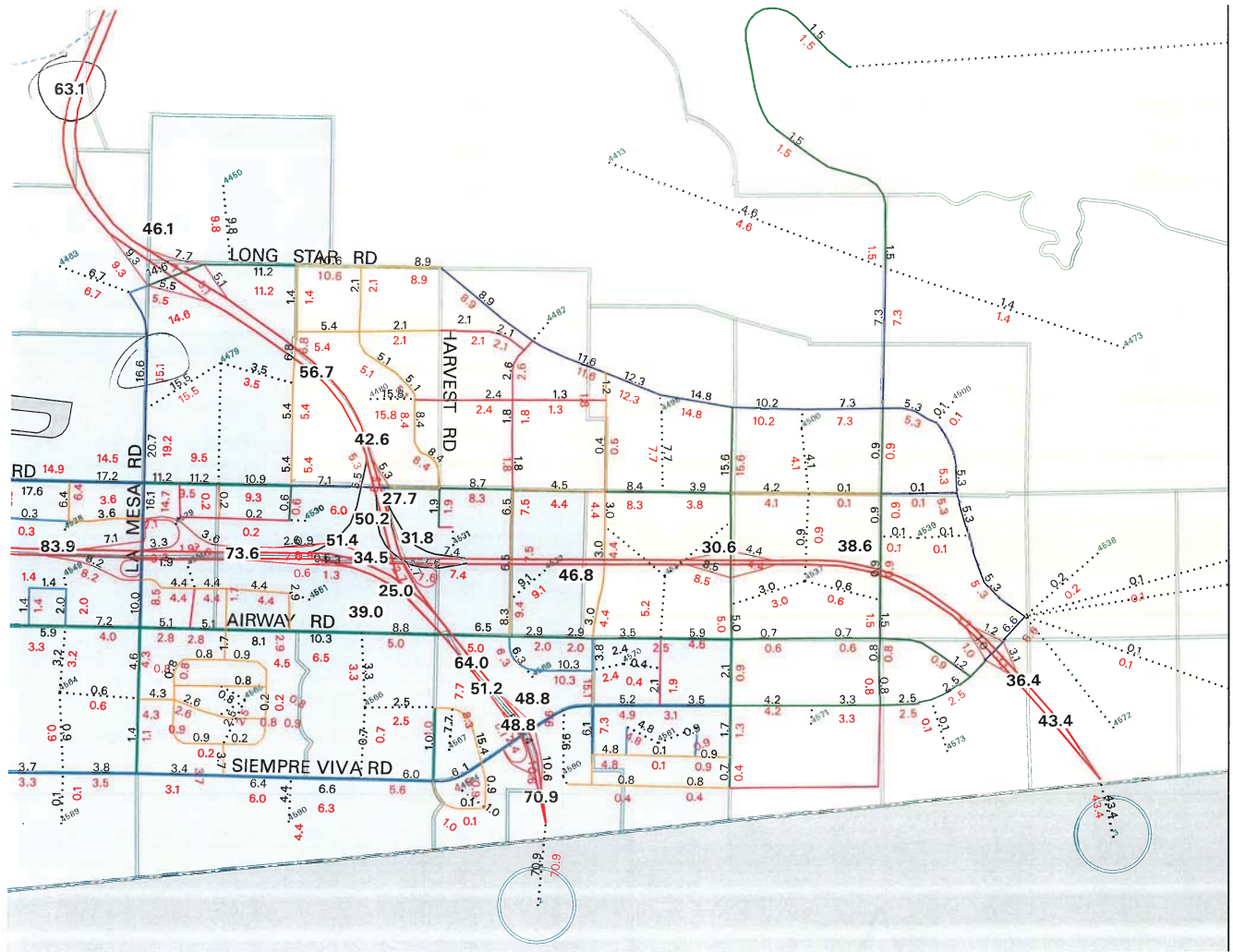
Functional Classifications:

- Freeway
- Prime
- Major
- Collector
- Local Collector
- Rural Collector
- Local
- Freeway Connector Ramp
- Ramp
- Zone Connector
- Zone Boundary

Forecasted Volumes:

- Adjusted Forecast Volume
- Unadjusted Forecast Volume
- Traffic Analysis Zone





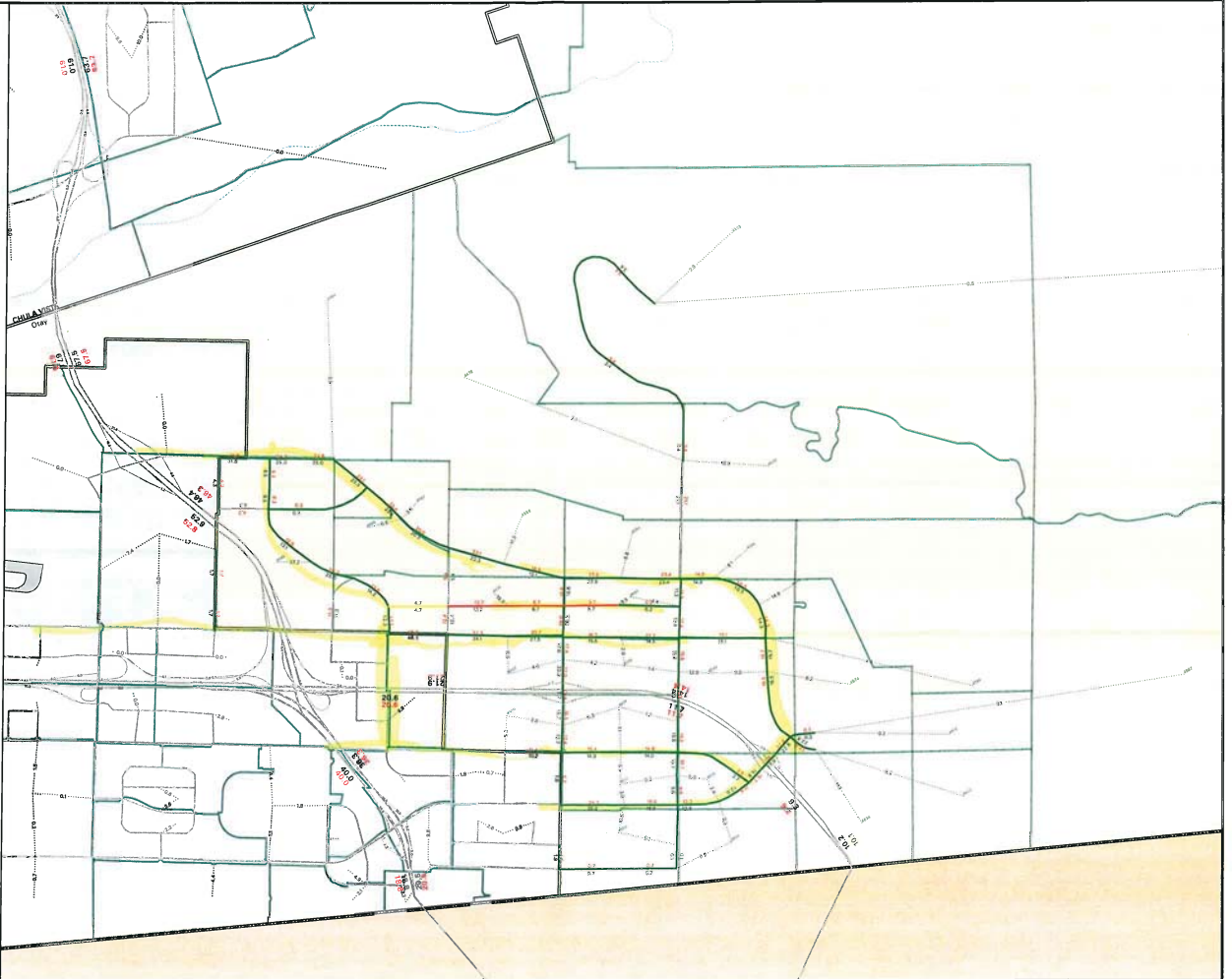
**SANDAG Series 12
County of San Diego
General Plan Update
2050 Base Forecast**

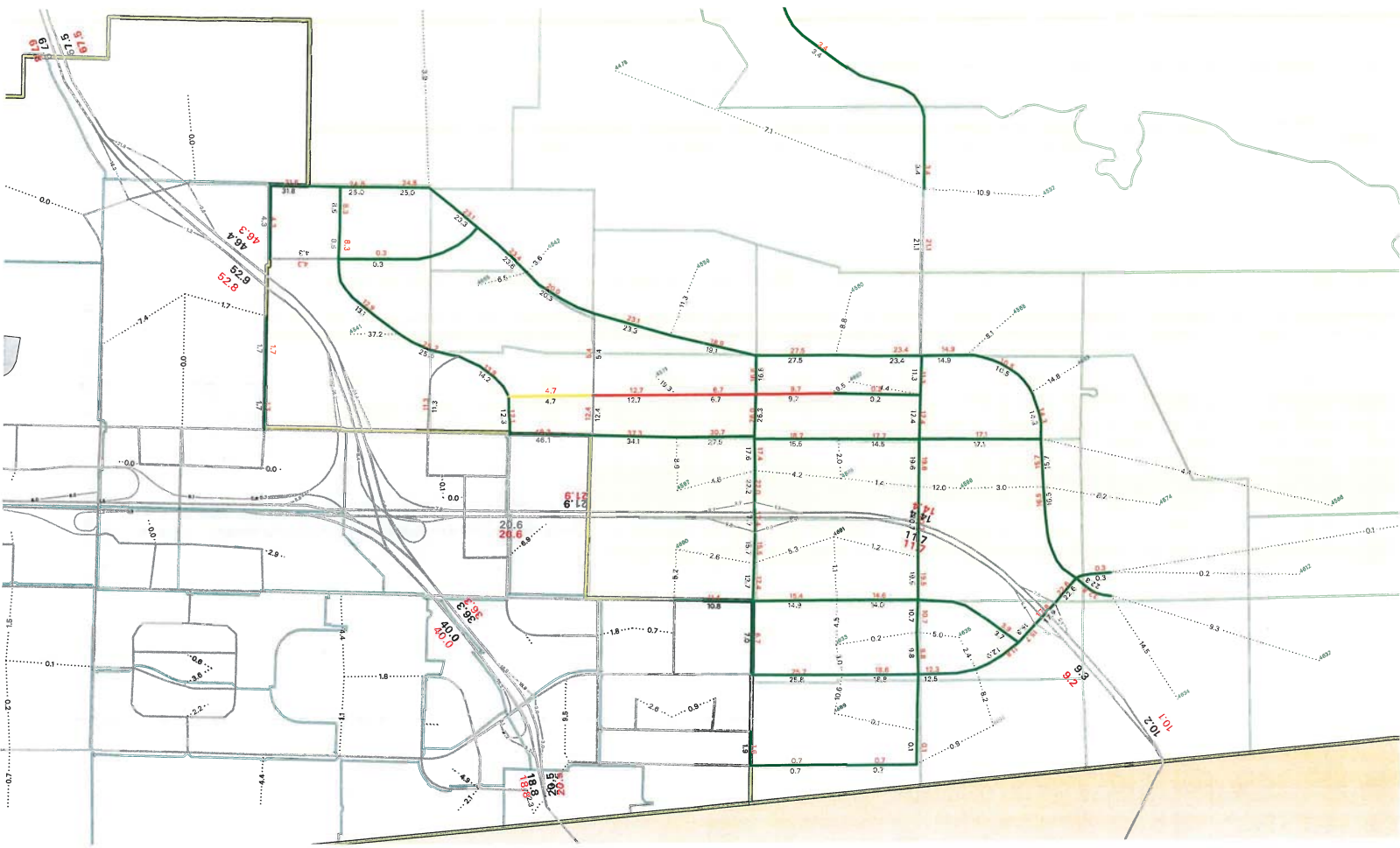
East Otay

Model Run: 10/28/13
2005/2010 - October 2010 LU Map
2010/2015 - 2010 Unincorporated LU
2010/2015 - 2010 Unincorporated LU
2010/2015 - 2010 Unincorporated LU
2010/2015 - 2010 Unincorporated LU

Levels of Service:
 LOS A-D
 LOS E
 LOS F
 Not Applicable

Forecasted Volumes:
 Adjusted Volume
 Unadjusted Volume
 Traffic Analysis Zone





ATTACHMENT B

- Mixed Industrial, SR-11 and the New Otay Mesa Port of Entry Information.

Darnell & ASSOCIATES, INC.
TRANSPORTATION PLANNING & TRAFFIC ENGINEERING

MEMORANDUM

DATE: October 12, 2020

TO: Robert Gerhike, Stevens Cresto Engineering
Joe Cresto, Stevens Cresto Engineering
Fiona McKenna, SD Commercial, LLC

FROM: Bill Darnell, Darnell & Associates, Inc. *Bill E Darnell*

D&A Ref. No: 200501

RE: East Otay Mesa Specific Plan Amendment

To finish my report for the County approval/Processing I need the following Gross Acres:

Exhibit A:

Area A	=	* 105.48	Otay Crossing Business Acres
Area B	=	121.18	Otay Business Park Gross Acres
Area C	=	* 40.41	Otay Business Park Acreage Taken by CalTrans
Area D	=	175.46	Otay Crossing Unit 1+2+3 Gross Acres
Area E	=	* 30.55	SR- Acreage

Exhibit B:

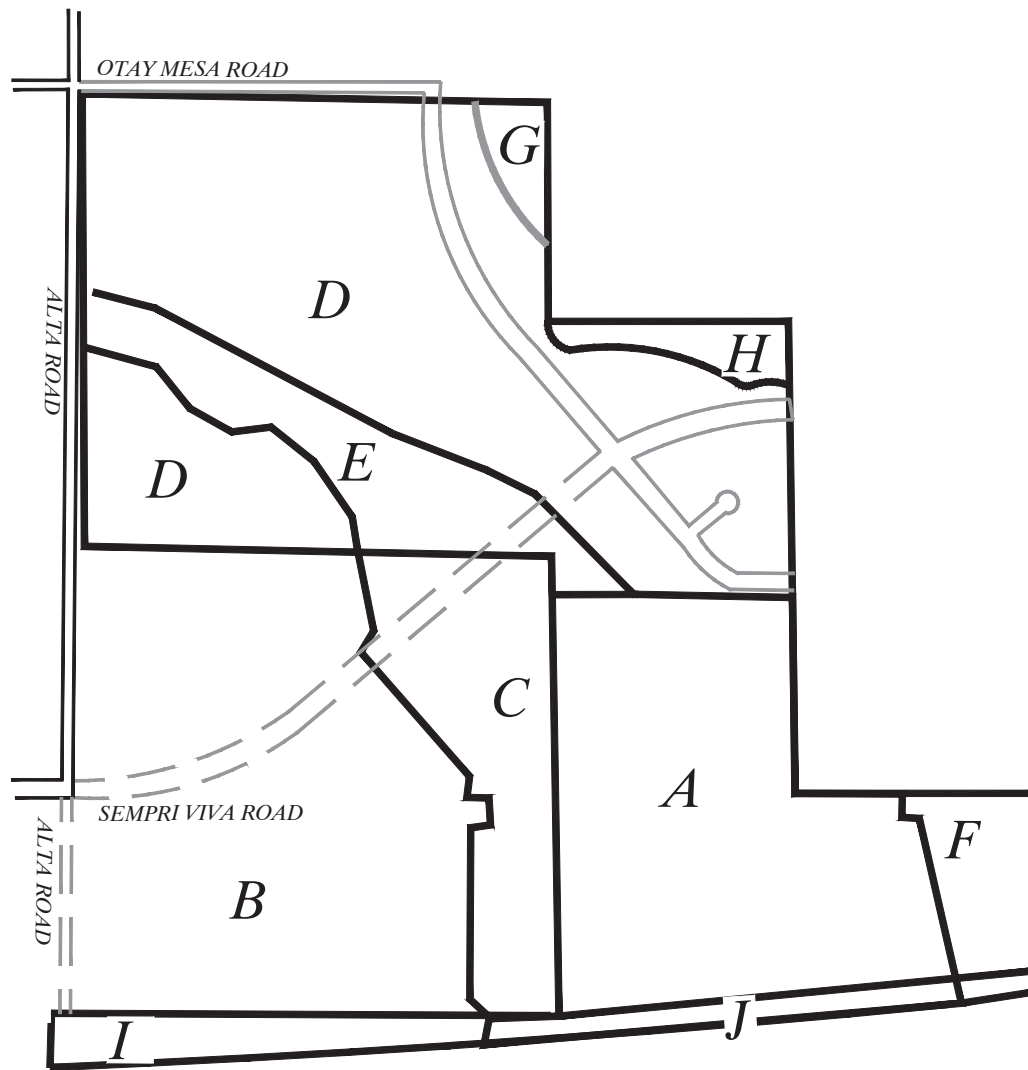
Area A	=	4.72 Acres	OPEN SPACE
Area B	=	6.66 Acres	OPEN SPACE
Area C	=	13.75 Acres	OPEN SPACE

The gross Acres Should is measured to the centerline of Otay Mesa, Alta Road and the Mexico Border.

Please call me to discuss

Area ^(J) Between Otay Crossings Business and USA/Mexico Border.
↳ 9.21 Acres

Area ^(I) Between Otay Business Park and USA/Mexico Border.
↳ 13.41 Acres



AREA DESCRIPTION

A- Otay Mesa Port of Entry Acquired by CALTRANS

B- Otay Business Park

B & C- Otay Mesa Port of Entry Acquired by CALTRANS

D- Otay Crossings Units 1 - 4

E- Otay Mesa Port of Entry Acquired by CALTRANS

F- OPEN SPACE

G- OPEN SPACE

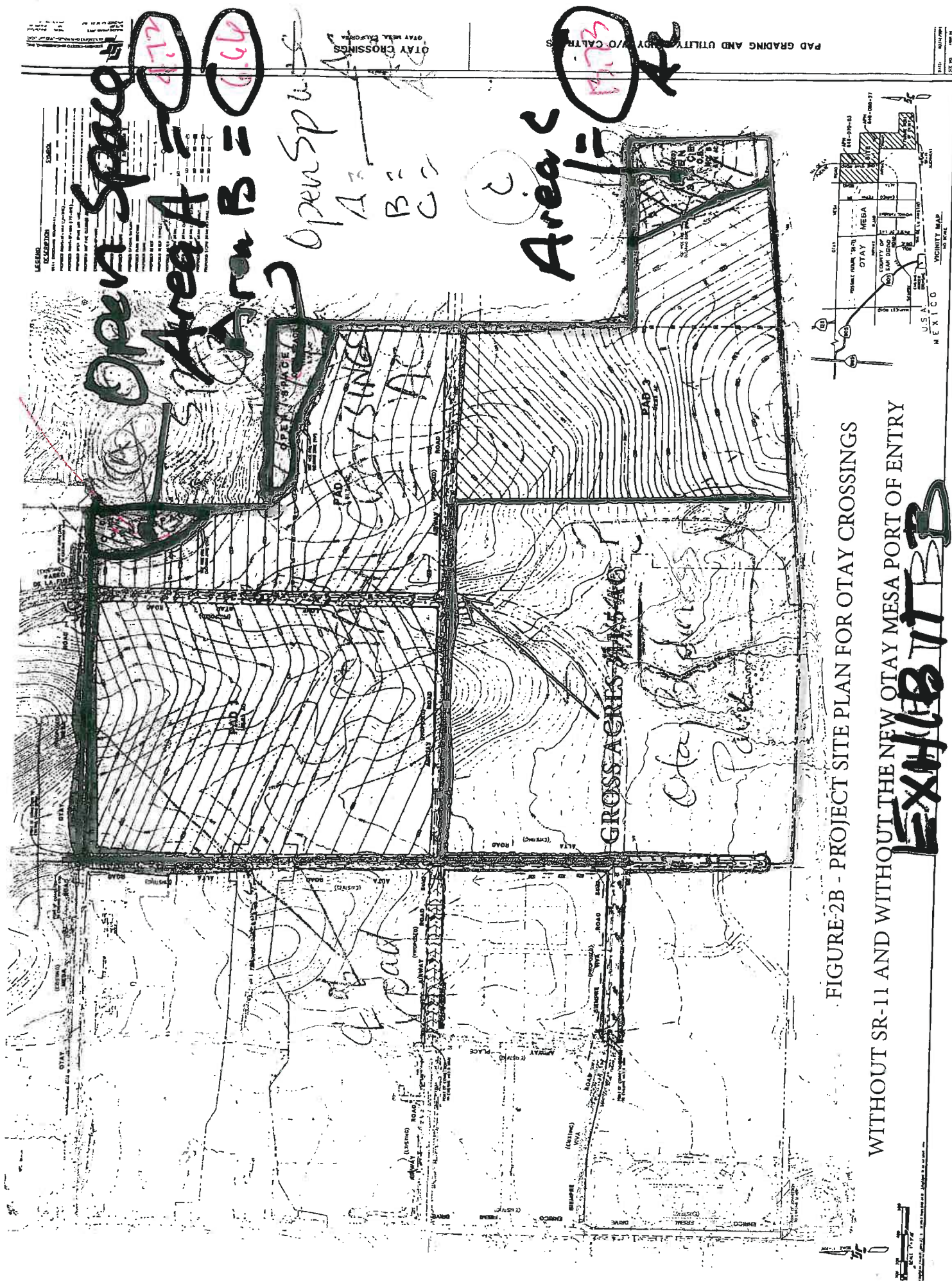
H- OPEN SPACE

I & J - Additional land between Otay Business Park and Otay Crossings Development and The Mexico Border.

Darnell & Associates

200501- AB.dwg 10/16/2020 JAM

FIGURE A
MIXED INDUSTRIAL/SR-11 AND
NEW PORT OF ENTRY AREAS



Attachment C

➤ County of San Diego Land Use Data Tables

	Approved Specific Plan		
	Acres	Trip Rate	Trips
<i>Activity Node Overlay</i>	<i>28.0 (Max)</i>		
<i>Commercial Center Overlay</i>	<i>28.8 (Max)</i>		
District Commercial	11		
Mixed-Use	161.6		
<i>Residential Emphasis</i>	<i>108.5</i>		
<i>Employment Emphasis</i>	<i>53.1</i>		
Heavy Industrial	292	60	17520
Mixed Industrial	629.9	120	75588
Light Industrial	363	80	29040
Technology Business Park	652.4	120	78288
Rural Residential	311.3		0
Conservation/Limited Use	241		0
Circulation Corridors (1)	350.4		0
	Total Trips		200436

	Caltrans Only				
	New Net Acres	Trip Rate	Trips	Trip Rate w/FAR	Adjusted Trips
<i>Activity Node Overlay</i>	28.0				
<i>Commercial Center Overlay</i>	28.8				
District Commercial	11.0				
Mixed-Use	161.5				
<i>Residential Emphasis</i>	108.5				
<i>Employment Emphasis</i>	53.0				
Heavy Industrial	292.0	60	17520.0	60	17520.0
Mixed Industrial	453.1	120	54370.8	150	67963.5
Light Industrial	333.4	80	26668.8	80	26668.8
Technology Business Park	598.1	120	71767.2	120	71767.2
Rural Residential	311.3				
Conservation/Limited Use	241.0				
Circulation Corridors (1)	611.3				
	Total Trips		170326.8	Total Trips	183919.5
	Difference from Approved		30109.2	Diff from app	16516.5

Caltrans acquisitions resulted in 30,109 less ADT from the approved project (16,516 if assumed FAR increase)

Summary		
		ADT
	Approved Project	200436
	Proposed (including Caltrans R/W and FAR)	176435

	SPA Changes (not Including Caltrans)					
	Changes in Acres	New Net Acres	Trip Rate w/FAR	Trips	Trip Rate w/o FAR	Adjusted Trips
Activity Node Overlay						
Commercial Center Overlay						
District Commercial						
Mixed-Use						
Residential Emphasis						
Employment Emphasis						
Heavy Industrial	209.8	501.8	60	30108.0	60	30108.0
Mixed Industrial	77.7	707.6	150	106140.0	120	84912.0
Light Industrial	-77.7	285.3	80	22824.0	80	22824.0
Technology Business Park	-212.6	439.8	120	52776.0	120	52776.0
Rural Residential	0	311.3				
Conservation/Limited Use	0	241				
Circulation Corridors (1)	-5	256.0				
			Total Trips	211848.0	Total Trips	190620.0
			Difference from Approved	11412.0		9816.0

Projects generates 11,412 more trips than the approved Project (9816 without FAR increase).

FAR = 21228 ADT

ATTACHMENT B

SUNROAD TRIP GENERATION SUMMARY

**TABLE 3.3-1
TYPICAL DEVELOPMENT SCENARIO**

Planning Area	Land Use Acreage ¹			Total Acreage (excl. Open Space)	Target Development Intensity		ADT Volume ³	AM Peak Hour ⁴	PM Peak Hour ⁵
	Residential	Non-Residential Commercial (Office/Retail/Tech) ²	Open Space		Dwelling Units	Non-Residential Commercial (Office/Retail/Tech) Square Footage			
PA A	31.3	3.0	1.2	34.3	862	36,000	7,256	602	744
PA B	44.3	2.4	1.5	46.7	1,381	27,800	11,476	922	1,157
PA C	12.8	3	0.0	30.0	227	33,200	3,352	226	345
PA D	22.8	5.5	0.0	47.9	688	55,000	7,704	528	770
PA G	0.0	0.0	51.3	0.0	0	0	N/A	N/A	N/A
Total	152.8	13.9	54.0	166.7	3,158	152,000	29,788	2,278	3,016
Mixed Use Credit (10%)							(2,979)	(228)	(302)
Net Total							26,809	2,050	2,714
Entitled Trip Generation (SP 15-001)⁷							34,124	2,785	3,474

1. Park acreage will be provided at the site plan stage consistent with the County's Parkland Dedication Ordinance (PLDO) and tracked via Table 3.3-3. Refer to Section 2.4.3 in the Public Facilities Element for additional information regarding how parks will be established within the project area.
2. Non-Residential Commercial (Office/Retail/Tech) acreage is limited to 10% of total acreage, excluding open space.
3. Rates are from SANDAG's (Not so) Brief Guide of Vehicular Generation Rates for the San Diego Region, 2002. Residential = 8 ADT/unit. Technology Business Park = 10 ADT/KSF. The Neighborhood Shopping Center rate of 120 ADT/KSF was used for the Commercial Retail within PA C. A 20% pass-by reduction was applied to the Neighborhood Shopping Land Use. The Specialty Retail rate of 40 ADT/KSF was used for the Commercial Retail within PAs B and D.
4. AM Peak Trips cannot exceed 2,785
5. PM Peak Trips cannot exceed 3,687
6. Total Trips cannot exceed 34,124
7. Approved LLG Traffic Study, December 8, 2016