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MEMORANDUM

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| To: | Mr. Glen Cardoso New Urban West, Inc. | Date: | August 28, 2024 |
| From: | John Boarman, PE Amelia Giacalone LLG, Engineers | LLG Ref: | 3-24-3951 |
| Subject: | Harmony Grove Live/Work Project: Substantial Conformance Review | | |

Linscott, Law & Greenspan, Engineers (LLG) has prepared the following memorandum as part of a substantial conformance review from a transportation perspective for the Harmony Grove Live/Work project (“Project”). The site is located at the northeast and southeast corners of Trail Blazer Lane and Country Living Way, across from the 4th of July Neighborhood Park in the Harmony Grove Village neighborhood, as shown on **Figure 1: Project Area Map**.

Land Use Entitlements

LLG prepared the Traffic Impact Analysis (TIA) for the approved Harmony Grove Village project in 2007. The TIA assumed the development of 710 residential single-family homes, 32 live/work lofts, 25,000 SF of commercial retail uses, an equestrian center, and other associated uses. The subject of this analysis is the commercial retail site.

The 25,000 SF commercial retail component of the project was proposed to be located at the northeast and southeast corners of Trail Blazer Lane and Country Living Way and was calculated to generate 750 ADT with 37 AM peak hour trips (26 inbound and 11 outbound) and 68 PM peak hour trips (34 inbound and 34 outbound) as shown in **Table 1: Previously Approved Trip Generation Calculations**. The commercial zoned properties remain undeveloped, and the 25,000 SF of approved commercial retail uses have not been constructed.

Proposed Project

The Project proposes replacing the approved (but not yet constructed) commercial retail uses with 29 live/work residential units that will be developed as single-family home building types with attached garages and separate workspace entrances. Units will range from approximately 2,200 to 2,600 SF, including 100-200 SF of workspace per unit. A combined total of 3,640 SF of commercial retail workspace will be proved among the 29 residential units. The proposed Project site plan is shown on **Figure 2: Project Site Plan**.

Proposed Project Trip Generation

The trip generation calculations for the currently proposed Project were calculated consistent with the methodology used in the 2007 TIA. The single-family units are

SDC PDS RCVD 04-14-25
SPA25-001, GPA25-006,
TM5660, MUP04-012W1

assumed to generate 9 ADT per unit. This is slightly less than the single-family rate of 10 ADT per unit since the intent would be for at least one of the occupants to live and work in the same location.

The combined total of 3,640 SF of commercial retail workspace would be comprised of approximately 100-200 SF storefronts in each unit. There is no SANDAG or ITE rate for this type of commercial retail space. Based on the very small square footages and the types of businesses associated with live / work units (typically service oriented, not retail sales), a rate of one-half of the SANDAG strip commercial rate was considered most accurate.

The currently proposed Project is calculated to generate 334 ADT with 23 AM peak hour trips (7 inbound and 16 outbound) and 33 PM peak hour trips (22 inbound and 11 outbound) as shown in **Table 2: Currently Proposed Trip Generation Calculations and Trip Generation Comparison**.

Trip Generation Comparison

Table 2 provides a comparison of the trip generation calculations between the previously approved and currently proposed land uses for the undeveloped commercial retail properties within Harmony Grove Village. As shown, the currently proposed Project is calculated to generate 416 fewer daily trips, with 14 fewer AM peak hour trips and 35 fewer PM peak hour trips than were analyzed in the 2007 TIA. Therefore, it can be concluded that the Project would not increase traffic impacts outside those determined in the original 2007 TIA.

Vehicle Miles Traveled Assessment

Since the adoption of the 2007 FEIR, the County of San Diego and the City of Escondido have adopted guidelines which require Projects to evaluate transportation impacts under the California Environmental Quality Act (CEQA) using a Vehicle Miles Traveled (VMT) metric, pursuant to guidance from the Governor's Office of Planning and Research (OPR) in December 2018 (Technical Advisory on Evaluating Transportation Impacts in CEQA).

However, for transportation environmental review, the currently proposed Project intends to tier from the approved 2007 Final Environmental Impact Report (FEIR) prepared for the Harmony Grove Village project (VMT 5365; GPA 04-04; MUP 04-013 and MUP 04-014; REZ 04-010; SP 04-03; Log No. 04-08-011; SCH No. 2004071004). The currently proposed Project is consistent (i.e., generates fewer trips) with the underlying land uses analyzed for the site in the 2007 FEIR from a transportation perspective. Therefore, the Project uses Level of Service (LOS) as the CEQA analysis metric, and a VMT analysis is not required.

TABLE 1
PREVIOUSLY APPROVED TRIP GENERATION CALCULATIONS

| Use | Size | Daily Trip Ends | | AM Peak Hour | | | | PM Peak Hour | | | |
|---|-----------|-------------------|-------------------------------|--------------|--------|--------|-----|--------------|--------|--------|-----|
| | | Rate ^a | Volume (ADT ^b) | % of ADT | In:Out | Volume | | % of ADT | In:Out | Volume | |
| | | | | | Split | In | Out | | Split | In | Out |
| Residential: | | | | | | | | | | | |
| Single Family ⁷ | 611 DU | 10 / DU | 6,110 | 8% | 30:70 | 147 | 342 | 10% | 70:30 | 428 | 183 |
| Estate | 99 DU | 12 / DU | 1,190 | 8% | 30:70 | 29 | 67 | 10% | 70:30 | 83 | 36 |
| Live / Work: | | | | | | | | | | | |
| Residential ^c | 32 DU | 5 / DU | 160 | 8% | 30:70 | 4 | 9 | 10% | 70:30 | 11 | 5 |
| Commercial ^d | 16,500 SF | 20 / KSF | 330 | 3% | 60:40 | 6 | 4 | 9% | 50:50 | 15 | 15 |
| Commercial / Retail: | | | | | | | | | | | |
| Specialty Retail ^e (Village Core) | 25,000 SF | 30 / KSF | 750 | 5% | 70:30 | 26 | 11 | 9% | 50:50 | 34 | 34 |
| Equestrian: | | | | | | | | | | | |
| Equestrian Ranch ^f | — | — | 500 | — | — | 38 | 8 | — | — | 14 | 33 |

Source: 2007 Traffic Impact Study, LLG.

General Notes:

Trip generation rates obtained from the SANDAG Brief Guide to Vehicular Traffic Generation Rates for the San Diego Region, April 2002 unless otherwise noted.

Footnotes:

- Rate is per measured per trip end.
- Average Daily Traffic (ADT) volumes rounded to the nearest 10.
- A live / work rate is not available in the SANDAG trip generation rate publication. Due to the nature of the live / work design, the apartment rate of 6 trips / unit was considered but reduced to 5 trips / unit because many people are expected to live and work in the same location.
- The retail rate of 20 trips / 1,000 square feet is used because the proposed retail consists of small, 500 square foot storefronts within the live / work complex. As such, most of the work trips are expected to be eliminated.
- The SANDAG Specialty Retail trip rate is 40 trips / 1,000 square feet. The rate for the Village Core specialty retail was reduced because the project is designed to encourage people to walk or bicycle between the residences and the retail stores.
- There is no SANDAG trip generation rate available for an equestrian facility. The trip generation rates were, therefore, estimated based on the proposed use of the facility.



TABLE 2
CURRENTLY PROPOSED TRIP GENERATION CALCULATIONS & TRIP GENERATION COMPARISON

| Use | Size | Daily Trip Ends | | AM Peak Hour | | | | PM Peak Hour | | | |
|---|----------|-------------------|-------------------------------|--------------|--------|--------|-----|--------------|--------|--------|-----|
| | | Rate ^a | Volume (ADT ^b) | % of ADT | In:Out | Volume | | % of ADT | In:Out | Volume | |
| | | | | | Split | In | Out | | Split | In | Out |
| Previously Approved | | | | | | | | | | | |
| Specialty Retail (Village Core) | 25 KSF | 30 / KSF | 750 | 5% | 70:30 | 26 | 11 | 9% | 50:50 | 34 | 34 |
| Currently Proposed: Live/Work Single-Family Homes | | | | | | | | | | | |
| Residential ^c | 29 DU | 9 / DU | 261 | 8% | 30:70 | 6 | 15 | 10% | 70:30 | 18 | 8 |
| Commercial ^d | 3.64 KSF | 20 / KSF | 73 | 3% | 60:40 | 1 | 1 | 9% | 50:50 | 4 | 3 |
| Subtotal | — | — | 334 | — | — | 7 | 16 | — | — | 22 | 11 |
| Net New Trips | — | — | -416 | — | — | -19 | 5 | — | — | -12 | -23 |

General Notes:

Trip generation rates obtained from the SANDAG Brief Guide to Vehicular Traffic Generation Rates for the San Diego Region, April 2002 unless otherwise noted.

Footnotes:

- Rate is per measured per trip end.
- Average Daily Traffic (ADT) volumes.
- A live / work rate is not available in the SANDAG trip generation rate publication. Due to the nature of the live / work design, the single-family rate of 10 trips / unit was considered but reduced to 9 trips / unit because many people are expected to live and work in the same location.
- The retail rate of 20 trips / 1,000 square feet is used because the proposed retail consists of small, 100-200 square foot storefronts within each unit. As such, most of the work trips are expected to be eliminated.

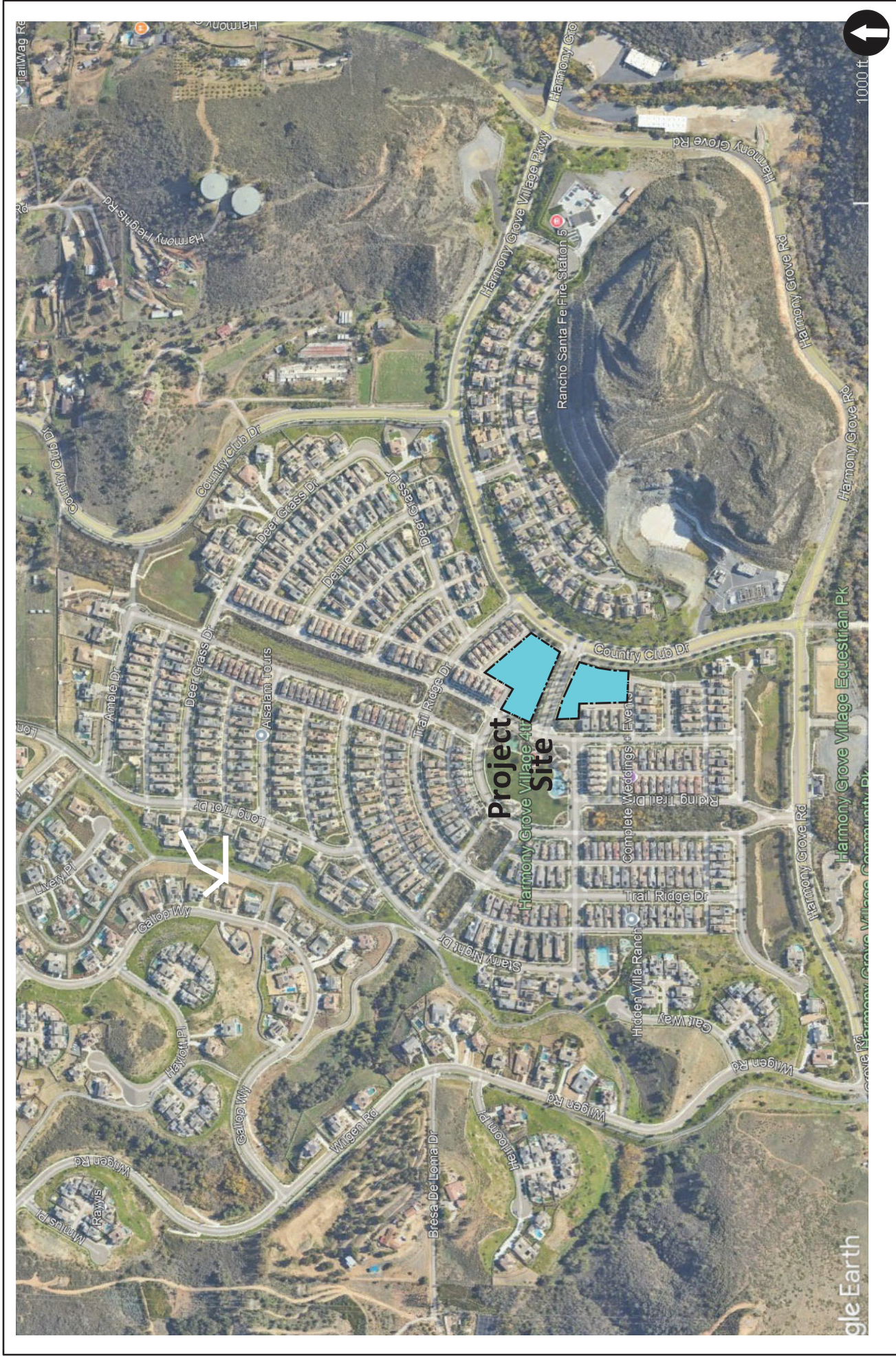


Figure 1

Project Area Map

