



# MEMO

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**TOTAL PAGES (Including Cover):** *15*  
*(plus attachments)*

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**JOB NUMBER:** *001119*

**SUBJECT:** *Ortega Construction Yard Olde 80 Highway Transportation Memo*

## Confidential Communications

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The purpose of this analysis is to address if the addition of project traffic from the proposed warehouse and offices will cause the surrounding transportation facilities (i.e. intersections and streets) to operate at a deficient levels of service (LOS) and if an improvement is needed. The approved Scoping Agreement is provided in **Attachment 6** of this memo.

## Proposed Project

The proposed project includes a 20,000 square feet (sf) warehouse and 10,000 square feet of corporate office to be located at 15247 and 15229 Olde Highway 80 in El Cajon, CA 92021. Using the latest Institute of Transportation Engineers Trip Generation Manual, 10<sup>th</sup> edition. The proposed project is expected to generate **80** ADT with **15** AM (**14** in / **1** out) peak hour trips and **14** PM (**1** in / **13** out) peak hour trips. The trip generation calculations are shown on **Table 1** below.

**Table 1: Trip Generation**

Land Use	Intensity	Rate*	ADT	AM						PM					
				Peak Rate*	Vol.	In %	Out%	In	Out	Peak Rate*	Vol.	In %	Out%	In	Out
Corporate Office	10 KSF	7.95 / KSF	80	1.46 / KSF	15	93%	7%	14	1	1.40 / KSF	14	10%	90%	1	13
<b>Total</b>			<b>80</b>		<b>15</b>			<b>14</b>	<b>1</b>		<b>14</b>			<b>1</b>	<b>13</b>

### Source:

\*Rates are used from ITE Trip Generation Manual 10th Edition

### Note:

ADT= Average Daily Trips

KSF= 1,000 Square Feet

The proposed 20,000 square feet is not considered a trip generating land use. This is due in part to the existing land use acting as a warehouse with the storage of equipment and mobilizing and demobilizing for operations that is already generating traffic. This will remain the same once the new warehouse and offices are constructed. The trip generating will be mainly from the office use at the project site since the Lakeside employees will be relocated to the Olde Highway 80 project site.

### Project Distribution

**Attachment 1** shows the Project Trip Distribution for the proposed project. The project trip distribution was determined based on existing travel patterns, traffic counts obtained, knowledge of the area, and engineering judgement. As shown in attachment 1, project traffic is distributed bidirectionally from the access driveway along Olde Highway 80, 50% of project traffic is expected to travel west to and from Olde Highway 80, and 50% of project traffic is expected to travel east to and from Olde Highway 80.

**Attachment 2** shows the study area with two (3) intersections and three (3) street segments to be studied. The study area is as follows:

#### Intersection:

1. Flinn Springs Road / Olde Highway 80
2. Snow View Drive / Olde Highway 80
3. Project Access / Olde Highway 80

#### Street Segment:

1. Olde Highway 80 – west of Flinn Springs Road
2. Olde Highway 80 – Flinn Springs Road to Snow View Drive
3. Olde Highway 80 – east of Snow View Drive

### Methodology:

The location of the proposed project falls within County of San Diego jurisdiction and in the Lakeside Community.

As previously mentioned, the proposed project will generate 80 ADT. Analysis of the nearby road facilities and intersections are provided in this memo to maintain consistency to the County of San Diego General Plan Mobility Element for operational level of service. An analysis screening for CEQA was also provided in this study.

### Street Segment Level of Service Thresholds:

Street segments were analyzed using the County of San Diego road classification table shown below; the table was referenced from the *Public Road Standards County of San Diego Department of Public Works*, dated March 2012.

TABLE 1 AVERAGE DAILY VEHICLE TRIPS*							
MOBILITY ELEMENT ROADS			LEVELS OF SERVICE				
Road Classification		# of Travel Lanes	A	B	C	D	E
Expressway (6.1)		6	<36,000	<54,000	<70,000	<86,000	<108,000
Prime Arterial (6.2)		6	<22,200	<37,000	<44,600	<50,000	<57,000
Major Road	w/ Raised Median (4.1A)	4	<14,800	<24,700	<29,600	<33,400	<37,000
	w/ Intermittent Turn Lanes (4.1B)	4	<13,700	<22,800	<27,400	<30,800	<34,200
Boulevard	w/ Raised Median (4.2A)	4	<18,000	<21,000	<24,000	<27,000	<30,000
	w/ Intermittent Turn Lanes (4.2B)	4	<16,800	<19,600	<22,500	<25,000	<28,000
Community Collector	w/ Raised Median (2.1A)	2	<10,000	<11,700	<13,400	<15,000	<19,000
	w/ Continuous Left Turn Lane (2.1B)	2	<3,000	<6,000	<9,500	<13,500	<19,000
	w/ Intermittent Turn Lane (2.1C)	2	<3,000	<6,000	<9,500	<13,500	<19,000
	w/ Passing Lane (2.1D)	2	<3,000	<6,000	<9,500	<13,500	<19,000
	No Median (2.1E)	2	<1,900	<4,100	<7,100	<10,900	<16,200
Light Collector	w/ Raised Median (2.2A)	2	<3,000	<6,000	<9,500	<13,500	<19,000
	w/ Continuous Left Turn Lane (2.2B)	2	<3,000	<6,000	<9,500	<13,500	<19,000
	w/ Intermittent Turn Lane (2.2C)	2	<3,000	<6,000	<9,500	<13,500	<19,000
	w/ Passing Lane (2.2D)	2	<3,000	<6,000	<9,500	<13,500	<19,000
	No Median (2.2E)	2	<1,900	<4,100	<7,100	<10,900	<16,200
	w/ Reduced Shoulder (2.2F)	2	<5,800	<6,800	<7,800	<8,700	<9,700
Minor Collector	w/ Raised Median (2.3A)	2	<3,000	<6,000	<7,000	<8,000	<9,000
	w/ Intermittent Turn Lane (2.3B)	2	<3,000	<6,000	<7,000	<8,000	<9,000
	No Median (2.3C)	2	<1,900	<4,100	<6,000	<7,000	<8,000
NON-MOBILITY ELEMENT ROADS**			LEVELS OF SERVICE				
Residential Collector		2	-	-	<4,500	-	-
Rural Residential Collector***		2	-	-	<4,500	-	-
Residential Road		2	-	-	<1,500	-	-
Rural Residential Road***		2	-	-	<1,500	-	-
Residential Cul-de-Sac or Loop Road		2	-	-	<200	-	-

\* The values shown are subject to adjustment based on the geometry of the roadway, side frictions, and other relevant factors as determined by the Director, Department of Public Works.

\*\* Levels of service are not applied to residential streets since their primary purpose is to serve abutting lots, not carry through traffic. Levels of service normally apply to roads carrying through traffic between major trip generators and attractors.

\*\*\* Rural Residential Collectors and Rural Residential Roads are intended to serve areas with lot sizes of 2 acres or more which do not have a demand for on-street parking. On-street parking is not assured for these cross sections. Additional right-of-way is needed if on-street parking is in paved area.

\*\*\*\* See Tables 2A and 2B for roadway surfacing and right-of-way widths.

### Intersection Level of Service Thresholds:

Studied intersections were evaluated for level of service based on HCM methodology. A Synchro 10 model was created to simulate the intersections that were included in the study area using the obtained turning movement count volumes. Synchro models simulated for the Existing, and Existing Plus Project traffic scenarios were used to determine if any improvements were needed due to the proposed project traffic.

The procedure in Chapter 20 (Two Way Stop Control) were used to analyze unsignalized intersections. The measure of effectiveness for unsignalized intersections is determined by the computed control delay and is defined for each minor movement. Synchro 10 supports this methodology and is used to complete the analysis for signalized and unsignalized intersections. The intersection analysis includes pedestrian and bike volumes based on actual count data obtained in the field on Tuesday, March 26, 2019.

#### One-Way Stop Controlled Intersections

Control Delay (s/veh)	<u>LOS by Volume-to-Capacity Ratio</u>	
	$v/c \leq 1.0$	$v/c > 1.0$
0-10	A	F
> 10-15	B	F
> 15-25	C	F
> 25-35	D	F
> 35-50	E	F
> 50	F	F

Source: HCM 6th Edition, Transportation Research Board 2016, Exhibit 20-2

**Note:**

- 1) The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection as a whole.
- 2) The intersection worst approach delay is the reported delay for TWSC intersections. Note that it is important to consider measures of effectiveness such as V/C ratios, average queue lengths, and 95th percentile queue lengths in addition to considering delay.

## Significance Thresholds:

The studied street segments and intersections were analyzed to determine if an improvement is required based on the criteria obtained from the *County of San Diego Guidelines for Determining Significance* (dated August 24, 2011); the following tables were used to determine if a street segment or intersection will require an improvement due to the addition of the proposed project's traffic.

### Street Segments Significance Criteria

**Table 3**  
**Measures of Significant Project Impacts to Congestion: Allowable Increases on Two-lane Highways with Signalized Intersection Spacing Over One Mile**

Level of Service	LOS Criteria	Impact Significance Level
LOS E	> 16,200 ADT	>325 ADT
LOS F	> 22,900 ADT	>225 ADT
<b>Note:</b> Where detailed data are available, the Director of Public Works may also accept a detailed level of service analysis based upon the two-lane highway analysis procedures provided in the Chapter 20 Highway Capacity Manual.		

### Unsignalized Intersections Improvements Criteria

An improvement is required at the side-street stop unsignalized intersection if:

**Table 2**  
**Measures of Significant Project Impacts to Congestion on Intersections: Allowable Increases on Congested Intersections**

Level of Service	Signalized	Unsignalized
LOS E	Delay of 2 seconds or less	20 or less peak hour trips on a critical movement
LOS F	Either a Delay of 1 second, or 5 peak hour trips or less on a critical movement	5 or less peak hour trips on a critical movement
<b>Notes:</b> 1. A critical movement is an intersection movement (right turn, left turn, through-movement) that experiences excessive queues, which typically operate at LOS F. Also if a project adds significant volume to a minor roadway approach, a gap study should be provided that details the headways between vehicles on the major roadway. 2. By adding proposed project trips to all other trips from a list of projects, these same tables are used to determine if total cumulative impacts are significant. If cumulative impacts are found to be significant, each project is responsible for mitigating its share of the cumulative impact. 3. The County may also determine impacts have occurred on roads even when a project's direct or cumulative impacts do not trigger an unacceptable level of service, when such traffic uses a significant amount of remaining road capacity. 4. For determining significance at signalized intersections with LOS F conditions, the analysis must evaluate both the delay <u>and</u> the number of trips on a critical movement, exceedance of either criteria result in a significant impact.		

## Existing Conditions

To analyze the existing conditions, count data was obtained on Tuesday, March 26, 2019. **Attachment 3** shows the traffic count data obtained for the studied intersection and street segment.

### Street Segment Analysis:

The Existing ADT graphic is provided in **Attachment 4**.

The street segment analysis is shown on **Table 2** below.

**Olde Highway 80** – is a two-lane highway and classified as a light collector with a continuous turn lane by the *County of San Diego Lakeside Mobility Element Network* with the posted speed limit of 50 mph. The LOS E capacity of a light collector is 19,00 ADT. On-street parking is not allowed on both sides of the street for the segments that are studied. A class II bike lane currently exist on the studied street segments on both sides of the street. No sidewalks exist on both sides of the street.

**Table 2: Existing Street Segment Analysis**

Road	Segment	Standard	# of Ln.	Class.	Cap.	Volume	V/C	LOS
Olde Highway 80	West of Flinn Springs Road	County of San Diego	2	2-C	19,000	8,756	0.46	C
	Flinn Springs Road to Snow View Drive	County of San Diego	2	2-C	19,000	8,951	0.47	C
	East of Snow View Drive	County of San Diego	2	2-C	19,000	8,603	0.45	C

### Legend:

Class. = Functional Class

Cap. = Capacity

LOS = Level of Service

2-C = 2 Lane Light Collector, continuous turn lane

As shown on Table 2, the studied street segments are all operating at acceptable LOS C.

### Intersection Analysis:

Existing peak hour traffic volumes at the studied intersection is shown in **Attachment 4**. The average delay and LOS at the study intersection in the AM and PM peak hour were analyzed using Synchro 10. The Existing intersection lane configurations are also provided in **Attachment 4**.

The Existing conditions intersection analysis is shown on **Table 3**.

**Table 3: Existing Intersection Analysis**

Number	Intersection	Control	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1	Olde Highway 80 at Flinn Springs Road	Unsignalized	13.3	B	15.0	C
2	Olde Highway 80 at Snow View Drive	Unsignalized	12.9	B	15.8	C
3	Olde Highway 80 at Project Access	Unsignalized	DNE	DNE	DNE	DNE

**Notes:**

LOS = Level of Service

Delay = seconds per vehicle

DNE = Does Not Exist

As shown on Table 3, the studied intersections are operating at an acceptable LOS B and LOS C for the AM and PM peak hours respectively. The Existing conditions Synchro worksheets are provided in **Attachment 4**.

For Table 3, and based on the provided Synchro worksheets, the critical movement and delay for the AM peak for the studied intersections are:

1. Olde Highway 80 at Flinn Springs Road – southbound left, 13.3 seconds LOS B
2. Olde Highway 80 at Snow View Drive – southbound left, 12.9 seconds LOS B

The critical movement and delay for the PM peak for the studied intersections are:

1. Olde Highway 80 at Flinn Springs Road – southbound left, 15.0 seconds LOS C
2. Olde Highway 80 at Snow View Drive – northbound left, 15.8 seconds LOS C

**Project Only**

Project ADT and turning movement volumes were determined based on the trip generation shown on Table 1 and the project distribution provided in Attachment 1.

The Project Only ADT is provided in **Attachment 5**.

The Project Only Peak Hour Volumes are shown in **Attachment 5**.

**Existing Plus Project**

The Existing Plus Project analysis was done to determine if the addition of project traffic would require an improvement to the studied street segments and intersections.

The Existing Plus Project ADT is provided in **Attachment 6**.

The Existing Plus Project Peak Hour Volumes are shown in **Attachment 6**.

### Street Segment Analysis:

The Existing Plus Project street segment analysis is shown on **Table 4**.

**Table 4: Existing Plus Project Street Segment Analysis**

Road	Segment	Standard	# of Ln.	Class.	Cap.	Volume	V/C	LOS
Olde Highway 80	West of Flinn Springs Road	County of San Diego	2	2-C	19,000	8,796	0.46	C
	Flinn Springs Road to Project Access	County of San Diego	2	2-C	19,000	8,991	0.47	C
	East of Snow View Drive	County of San Diego	2	2-C	19,000	8,643	0.45	C

### Legend:

Class. = Functional Class

Cap. = Capacity

LOS = Level of Service

2-C = 2 Lane Light Collector, continuous turn lane

As shown on Table 4, the studied street segments are operating at an acceptable LOS C in the Existing Plus Project conditions.

**Table 5** shows the Existing and Existing Plus Project Street Segment Comparisons to determine if an improvement will be required.

**Table 5: Existing and Existing Plus Project Street Segment Comparisons**

Road	Segment	# of Lanes	LOS "E" Capacity	Class.	Existing			Existing + Project			$\Delta$ V/C	Is an Improvement Needed?
					LOS	Volume	V/C	LOS	Volume	V/C		
Olde Highway 80	West of Flinn Springs Road	2	19,000	2-C	C	8,756	0.46	C	8,796	0.46	0.002	<i>NO</i>
	Flinn Springs Road to Project Access	2	19,000	2-C	C	8,951	0.47	C	8,991	0.47	0.002	<i>NO</i>
	East of Snow View Drive	2	19,000	2-C	C	8,603	0.45	C	8,643	0.45	0.002	<i>NO</i>

### Legend:

LOS= Level of Service

V/C= Volume to Capacity Ratio

$\Delta$ V/C= Change in V/C ratio

2-C = 2 Lane Light Collector, continuous turn lane

Table 5 shows that despite the addition of project traffic to the studied street segments, no improvement will be required. This is because the Existing LOS operates at a C, and the Existing Plus Project LOS remains at a LOS C despite the addition of project traffic.



Intersection Analysis:

The Existing Plus Project conditions intersection analysis is shown on **Table 6**.

**Table 6: Existing Plus Project Intersection Analysis**

Number	Intersection	Control	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1	Olde Highway 80 at Flinn Springs Road	Unsignalized	13.4	B	15.1	C
2	Olde Highway 80 at Snow View Drive	Unsignalized	13	B	15.9	C
3	Olde Highway 80 at Project Access	Unsignalized	11.9	B	12.9	B

Notes:

Delay = seconds per vehicle

LOS = Level of Service

As shown on Table 6, the studied intersections are operating at an acceptable LOS B for both the AM and PM peak hours in the Existing Plus Project conditions. The Existing Plus Project condition Synchro worksheets are provided in **Attachment 6**.

For Table 6, and based on the provided Synchro worksheets, the critical movement and delay for the AM peak for the studied intersections are:

1. Olde Highway 80 at Flinn Springs Road – southbound left, 13.4 seconds LOS B
2. Olde Highway 80 at Snow View Drive – southbound left, 13.0 seconds LOS B
3. Olde Highway 80 at Project Access – northbound left, 11.9 seconds LOS B

The critical movement and delay for the PM peak for the studied intersections are:

1. Olde Highway 80 at Flinn Springs Road – southbound left, 15.1 seconds LOS C
2. Olde Highway 80 at Snow View Drive – northbound left, 15.9 seconds LOS C
3. Olde Highway 80 at Project Access – northbound left, 12.9 seconds LOS B

**Table 7** shows the Existing and Existing Plus Project Intersection comparisons to determine if an improvement will be required.

**Table 7: Existing and Existing Plus Project Intersection Comparisons**

#	Intersection	Existing				Existing + Project (Buildout)							
		AM Peak Hour		PM Peak Hour		AM Peak Hour		Δ	I?	PM Peak Hour		Δ	I?
		D	LOS	D	LOS	D	LOS			D	LOS		
1	Olde Highway 80 at Flinn Springs Road	13.3	B	15	C	13.4	B	0.1	No	15.1	C	0.1	No
2	Olde Highway 80 at Snow View Drive	12.9	B	15.8	C	13.0	B	0.1	No	15.9	C	0.1	No
3	Olde Highway 80 at Project Access	DNE	DNE	DNE	DNE	11.9	B	11.9	No	12.9	B	12.9	No

Notes:

LOS = Level of Service

Δ = Change

I = Improvement

D = Delay

DNE = Does Not Exist

Table 7 shows that despite the addition of project traffic to the studied intersections, no improvement will be required. This is because the Existing LOS operates at a C or better, and the Existing Plus Project LOS remains at a C or better despite the addition of project traffic.

### **Construction**

The proposed project would result in a temporary increase in traffic to the surrounding streets and intersections due to the construction of the project and the construction employees and equipment that will need to access the project site. Traffic related to construction includes vehicles for workers and trucks delivering materials and supplies to the construction site. Access to the project site will be through Olde Highway 80 for the employees and delivery or construction trucks.

Based on the size and scope of the project it is estimated that about 30 workers will be on site and 10 deliveries of materials per day during the constructions period. For determining trip generation during construction of the project, it is assumed that the trips generated by the workers will be 2.25 times the number of workers expected on site, the 2.25 takes into account that the worker will arrive at the site at the beginning and end of the day and may take a lunch. Therefore, the trip generation to the project site during construction would be about 78 average daily trips per day.

No improvements are required based on the construction phase as the construction trips are lower than the proposed project trips of 80 as shown in Table 1, for which no improvement would be required for the proposed project as well.

### **Pedestrian Facilities**

Along the project frontage, there currently are no existing sidewalks on the south and northside of Olde Highway 80. Field observations through Google Earth street view show that pedestrians would be able to walk on a parallel informal pathway or grass area on the south side of Olde Highway 80 along the project frontage.

### **Bicycle Facilities**

As provided in the San Diego County Bicycle Master Plan, a Class II bicycle lane currently exists along Olde Highway 80 from Lake Jennings Park Road to the Alpine Community Boundary and has a length of 3.55 miles. **Table 8** shows the existing bikeways in the Lakeside community. The proposed project lies within the 3.55 mile segment and the Class II bike lanes exists along the project frontage.

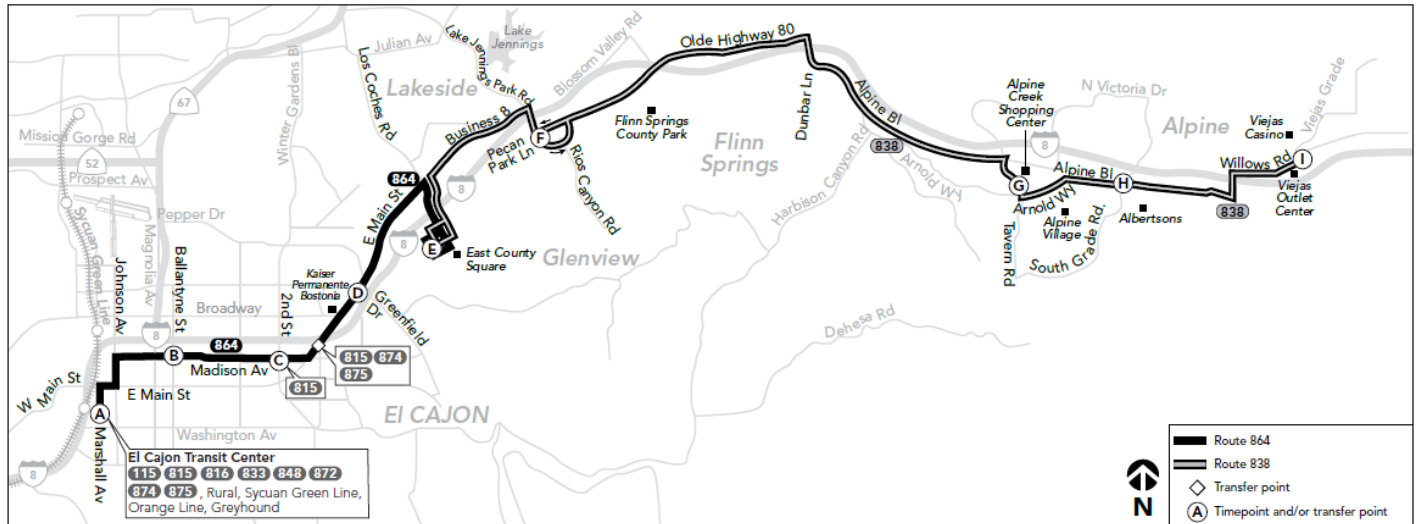
**Table 8: County of San Diego Master Plan Existing Bikeways**

**Table 4.28: Existing Bikeways in Lakeside**

Class	Street/Path	From	To	Length (mi)
II	2 <sup>nd</sup> Street	Pepper Dr	El Cajon city limit	0.30
II	Ashwood St	Laurel St	Willow Rd	1.00
II	Greenfield Dr	w/o Vernon Wy (El Cajon city limit)	e/o Pierre Wy (El Cajon city limit)	0.55
II	Greenfield Dr	Denver Ln (El Cajon city limit)	w/o 2 <sup>nd</sup> Street (El Cajon city limit)	0.80
III	Channel Rd	Woodside Ave	SR 67	0.20
III	Lakeside Av	Channel Rd	Riverside Rd	0.25
III	Riverside Dr	Lakeside Av	Riverford Rd	1.00
II	I-8 Business Route	El Cajon city limit	Lake Jennings Park Rd	3.10
II	Lake Jennings Park Rd	Mapleview St	Olde Hwy 80	2.55
II	Laurel St	Vine St	Ashwood St	0.25
II	Los Coches Rd	Julian Ave	I-8 Business Route	2.30
II	Mapleview St	Vine St	Lake Jennings Park Rd	0.70
II	Olde Hwy 80	Lake Jennings Park Rd	Alpine Community boundary	3.55
II	Scripps Poway Pkwy	Poway city limit	SR-67	1.75
II	Winter Gardens Blvd	Woodside Ave	Pepper Dr	2.50
II	Woodside Ave	Santee city limit	Vine St	1.60

## Transit Facilities

A bus stop exists within ¼ mile of the project site and services bus route 864. The bus route services area from El Cajon Transit Center to East County Square. On typical weekday during the AM and PM peak hours, the headway between buses is about 1 hour. The bus route map and schedule are provided below.



The schedules and other information shown in this timetable are subject to change. MTS does not assume responsibility for errors in timetables nor for any inconvenience caused by delayed buses.  
Los horarios e información que se indican en este itinerario están sujetos a cambios. MTS no asume responsabilidad por errores en los itinerarios, ni por ningún perjuicio que se origine por los autobuses demorados.

### Route 864 – Monday through Friday / lunes a viernes

#### El Cajon TC → East County Square

(A) El Cajon TC DEPART	(B) Madison Av. & Ballantyne St.	(C) Madison Av. & 2nd St.	(D) E. Main St. & Greenfield Dr.	(E) East County Square ARRIVE
5:11a	5:17a	5:22a	5:28a	5:36a
5:41	5:47	5:52	5:58	6:06
6:11	6:17	6:22	6:28	6:36
6:41	6:48	6:53	7:00	7:08
7:11	7:18	7:23	7:30	7:38
7:41	7:49	7:55	8:02	8:11
8:11	8:19	8:25	8:32	8:41
8:41	8:49	8:55	9:02	9:11
9:11	9:19	9:25	9:32	9:41
9:41	9:49	9:55	10:02	10:11
10:11	10:20	10:26	10:34	10:44
10:41	10:50	10:56	11:04	11:14
11:11	11:20	11:26	11:34	11:44
11:41	11:50	11:56	12:04p	12:14p
12:11p	12:20p	12:26p	12:34	12:44
12:41	12:50	12:56	1:04	1:14
1:11	1:20	1:26	1:34	1:44
1:41	1:50	1:56	2:04	2:14
2:11	2:20	2:26	2:34	2:44
2:41	2:50	2:56	3:04	3:14
3:11	3:20	3:26	3:34	3:44
3:41	3:50	3:56	4:04	4:14
4:11	4:20	4:26	4:34	4:44
4:41	4:50	4:56	5:04	5:14
5:11	5:20	5:26	5:34	5:44
5:41	5:50	5:56	6:04	6:14
6:11	6:19	6:25	6:32	6:41
6:41	6:49	6:55	7:02	7:11
7:11	7:18	7:24	7:31	7:39
8:11	8:18	8:24	8:31	8:39
9:11	9:18	9:23	9:29	9:37
10:11	10:18	10:23	10:29	10:37

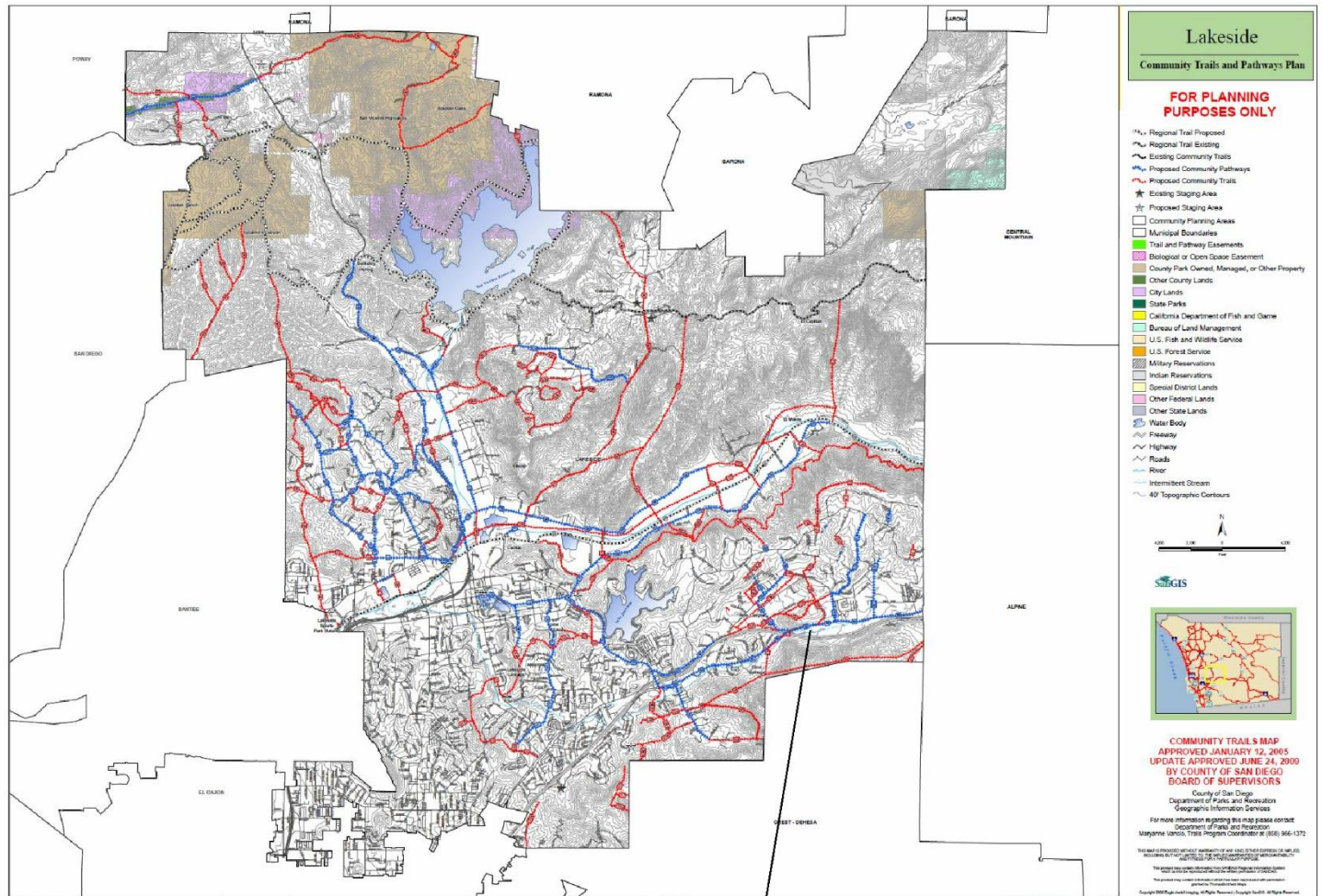
#### East County Square → El Cajon TC

(E) East County Square DEPART	(D) E. Main St. & Greenfield Dr.	(C) Madison Av. & 2nd St.	(B) Madison Av. & Ballantyne St.	(A) El Cajon TC ARRIVE
—	5:36a	5:41a	5:46a	5:54a
5:59a	6:06	6:11	6:16	6:24
6:26	6:34	6:40	6:46	6:54
6:54	7:03	7:10	7:16	7:24
7:24	7:33	7:40	7:46	7:54
7:54	8:03	8:10	8:16	8:24
8:24	8:33	8:40	8:46	8:54
8:54	9:03	9:10	9:16	9:24
9:24	9:33	9:40	9:46	9:54
9:54	10:03	10:10	10:16	10:24
10:24	10:33	10:40	10:46	10:54
10:54	11:03	11:10	11:16	11:24
11:24	11:33	11:40	11:46	11:54
11:52	12:01p	12:09p	12:15p	12:24p
12:22p	12:31	12:39	12:45	12:54
12:52	1:01	1:09	1:15	1:24
1:22	1:31	1:39	1:45	1:54
1:52	2:01	2:09	2:15	2:24
2:22	2:31	2:39	2:45	2:54
2:52	3:01	3:09	3:15	3:24
3:22	3:31	3:39	3:45	3:54
3:52	4:01	4:09	4:15	4:24
4:22	4:31	4:39	4:45	4:54
4:52	5:01	5:09	5:15	5:24
5:22	5:31	5:39	5:45	5:54
5:52	6:01	6:09	6:15	6:24
6:25	6:33	6:40	6:46	6:54
6:55	7:03	7:10	7:16	7:24
7:55	8:03	8:10	8:16	8:24
8:57	9:04	9:10	9:15	9:22
9:57	10:04	10:10	10:15	10:22



## Trails

Trails located within ¼ mile of the project include the following: Olde Highway 80 Pathway, Oak Creek Road Pathway, and Snow View Trail. The Community Trails Master Plan shows that the Olde Highway 80 Pathway and Oak Creek Road Pathway are proposed community pathways and Snow View Trail is a proposed community trail. The figure below shows the project location and the nearby County trails.



Project Location

## **Vehicle Miles Traveled (VMT)**

The California Environmental Quality Act (CEQA) guidelines have incorporated Senate Bill 743 (SB 743) which requires Vehicle Miles Traveled (VMT) to be the measurement of determining significant transportation impacts instead of the previous delay level of service. The Office of Planning and Research (OPR) have provided thresholds for evaluating transportation impacts based on VMT in a Technical Advisory (December 2018) for CEQA. The OPR recommend a 15% reduction for VMT. Vehicle miles traveled is a metric that takes the number of vehicle trips generated and the length/distance of those trips. VMT is a function of population or employment and is expressed as VMT per resident or VMT per employee.

The Office of Planning and Research has established VMT analysis methodology, VMT thresholds, and possible mitigation strategies for proposed developments. VMT analysis will include:

- CEQA significance thresholds, screening criteria, and methodology
- Determination of mitigation is required to offset the project's significant VMT impacts
- Identify VMT reduction measures and strategies to mitigate possible impacts

## **Vehicle Miles Traveled (VMT) Project Screening**

The County of San Diego require that all land developments conduct VMT analysis unless the project meets any of the listed screening criteria provided by the OPR. Based on the screening criteria, the proposed project would be screened out of performing additional VMT analysis because the project would qualify as a "small employment project". A small employment project generates less than 110 average daily trips.

The current and existing use on the project site includes storage of equipment and office use on the east side of the site used by employees of the Ortega Construction company. Employees are currently traveling to the Olde Highway 80 project site from their Lakeside office to mobilize and demobilize for operations on a daily basis. The existing office on the project site will remain. The project proposes to relocate the employees from the Lakeside office into the new proposed offices at Olde Highway 80 project site. The project does not expect to expand the number of it's employees once the construction of the warehouse and corporate office are complete, the project is simply relocating the employees and operations to the project site. This will reduce the round-trip visits from the Lakeside office to the Olde Highway 80 project site. The Lakeside office is expected to discontinue it's use once the new offices and warehouse are complete at the Olde Highway 80 project site.

Based on the stated project background, it can be assumed that the proposed 20,000 sf warehouse land use is not a trip generating land use due to its existing land use acting as a warehouse with the storage of equipment and mobilizing and demobilizing for operations that is already generating traffic. This will remain the same once the new warehouse and offices are constructed. The trip generating will be mainly from the office use at the project site since the Lakeside employees will be relocated to the Olde Highway 80 project site.

Using the County of San Diego's recommended source for determining trip generation for new developments the Institute of Transportation Engineers Trip Generation Manual, 10<sup>th</sup> edition. A project trip generation was determined based on the 10,000 square feet of corporate office.

The proposed project is expected to generate **80** ADT with **15** AM (**14** in / **1** out) peak hour trips and **14** PM (**1** in / **13** out) peak hour trips for the proposed land uses.

The proposed project will generate 80 average daily trips as shown on Table 1 and would fall under the “small project” threshold of 110 average daily trips. Therefore, the project is screened out of further VMT analysis and is presumed to have less than significant VMT impacts.

### **Conclusions**

The studied street segments and intersections are all operating at acceptable Levels of Service and despite the addition of project trips, the street segments and intersections remain at acceptable Levels of Service with no deficiencies. Therefore, no improvements would be required.

Additionally, the project is screened out of performing additional VMT analysis because the project falls under the 110 average daily trips threshold and is classified as a small project. Therefore no significant VMT impacts would occur and no mitigation will be required.

# Attachment 1

## Project Trip Distribution



### Legend



= Studied Intersection Location



= Studied Street Segment



= Project Location



= Distribution Percentage Line

XX%

= Distribution Percentage





## Attachment 2 Study Area



### Legend

- = Studied Intersection Location
- = Studied Street Segment
- = Project Location



# **Attachment 3 Traffic Counts**

VOLUME

Olde Hwy 80 W/O Flinn Springs Rd

Day: Tuesday

Date: 3/26/2019

City: El Cajon

Project #: CA19\_4144\_001

DAILY TOTALS					NB	SB	EBWB					Total		
					0	0						8,756		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			6	1	7	12:00			66	76	142			
00:15			4	0	4	12:15			72	70	142			
00:30			3	4	7	12:30			76	68	144			
00:45			5	18	1	12:45			84	298	68	282	152	580
01:00			0	0	0	13:00			74	54	128			
01:15			4	2	6	13:15			102	69	171			
01:30			2	0	2	13:30			104	69	173			
01:45			3	9	2	13:45			82	362	65	257	147	619
02:00			1	1	2	14:00			98	101	199			
02:15			2	1	3	14:15			92	83	175			
02:30			0	5	5	14:30			87	64	151			
02:45			7	10	1	14:45			103	380	67	315	170	695
03:00			2	3	5	15:00			98	65	163			
03:15			5	2	7	15:15			117	57	174			
03:30			6	5	11	15:30			110	91	201			
03:45			2	15	1	15:45			121	446	85	298	206	744
04:00			3	6	9	16:00			114	75	189			
04:15			3	12	15	16:15			109	57	166			
04:30			5	16	21	16:30			118	57	175			
04:45			9	20	21	16:45			102	443	65	254	167	697
05:00			19	27	46	17:00			110	81	191			
05:15			24	30	54	17:15			94	64	158			
05:30			39	54	93	17:30			100	64	164			
05:45			71	153	48	17:45			92	396	48	257	140	653
06:00			28	58	86	18:00			85	36	121			
06:15			46	74	120	18:15			88	46	134			
06:30			39	82	121	18:30			74	46	120			
06:45			45	158	67	18:45			63	310	52	180	115	490
07:00			46	67	113	19:00			56	52	108			
07:15			66	76	142	19:15			42	43	85			
07:30			71	98	169	19:30			56	36	92			
07:45			90	273	94	19:45			59	213	40	171	99	384
08:00			45	110	155	20:00			36	32	68			
08:15			58	56	114	20:15			41	16	57			
08:30			57	85	142	20:30			30	33	63			
08:45			46	206	85	20:45			30	137	23	104	53	241
09:00			57	69	126	21:00			32	15	47			
09:15			39	62	101	21:15			17	12	29			
09:30			54	46	100	21:30			27	10	37			
09:45			45	195	43	21:45			20	96	7	44	27	140
10:00			47	45	92	22:00			14	8	22			
10:15			50	52	102	22:15			10	7	17			
10:30			52	65	117	22:30			14	6	20			
10:45			57	206	43	22:45			13	51	5	26	18	77
11:00			72	55	127	23:00			16	3	19			
11:15			55	57	112	23:15			15	2	17			
11:30			63	57	120	23:30			10	4	14			
11:45			79	269	55	23:45			7	48	3	12	10	60
TOTALS			1532	1844	3376	TOTALS			3180	2200	5380			
SPLIT %			45.4%	54.6%	38.6%	SPLIT %			59.1%	40.9%	61.4%			

DAILY TOTALS			NB	SB	EBWB			Total			
			0	0				8,756			
AM Peak Hour			11:45	07:15	07:15	PM Peak Hour			15:15	13:30	15:15
AM Pk Volume			293	378	650	PM Pk Volume			462	318	770
Pk Hr Factor			0.927	0.859	0.883	Pk Hr Factor			0.955	0.787	0.934
7 - 9 Volume	0	0	479	671	1150	4 - 6 Volume	0	0	839	511	1350
7 - 9 Peak Hour			07:00	07:15	07:15	4 - 6 Peak Hour			16:00	16:45	16:15
7 - 9 Pk Volume	0	0	273	378	650	4 - 6 Pk Volume	0	0	443	274	699
Pk Hr Factor	0.000	0.000	0.758	0.859	0.883	Pk Hr Factor	0.000	0.000	0.939	0.846	0.915

VOLUME

Olde Hwy 80 Bet. Flinn Springs Rd & Snow View Dr

Day: Tuesday

Date: 3/26/2019

City: El Cajon

Project #: CA19\_4144\_002

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						4,736	4,215						8,951
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL							
00:00			6	1	7		12:00			67	82	149							
00:15			4	0	4		12:15			75	63	138							
00:30			2	4	6		12:30			78	65	143							
00:45			5	17	1	6	12:45			86	306	71	281	157	587				
01:00			2	0	2		13:00			70	55	125							
01:15			4	2	6		13:15			87	71	158							
01:30			1	0	1		13:30			105	69	174							
01:45			5	12	2	4	13:45			84	346	67	262	151	608				
02:00			1	1	2		14:00			101	109	210							
02:15			2	2	4		14:15			84	84	168							
02:30			0	5	5		14:30			94	58	152							
02:45			8	11	2	10	14:45			107	386	68	319	175	705				
03:00			1	3	4		15:00			109	66	175							
03:15			5	2	7		15:15			115	68	183							
03:30			2	4	6		15:30			124	108	232							
03:45			3	11	2	11	15:45			128	476	90	332	218	808				
04:00			1	6	7		16:00			108	81	189							
04:15			3	12	15		16:15			107	64	171							
04:30			6	15	21		16:30			118	66	184							
04:45			8	18	21	54	16:45			93	426	68	279	161	705				
05:00			19	28	47		17:00			119	86	205							
05:15			26	27	53		17:15			91	63	154							
05:30			38	55	93		17:30			104	64	168							
05:45			71	154	50	160	17:45			93	407	48	261	141	668				
06:00			31	56	87		18:00			86	36	122							
06:15			44	75	119		18:15			88	41	129							
06:30			41	85	126		18:30			74	47	121							
06:45			39	155	74	290	18:45			63	311	52	176	115	487				
07:00			45	75	120		19:00			70	37	107							
07:15			67	81	148		19:15			41	40	81							
07:30			65	107	172		19:30			55	36	91							
07:45			86	263	107	370	19:45			54	220	40	153	94	373				
08:00			48	111	159		20:00			39	33	72							
08:15			59	60	119		20:15			38	22	60							
08:30			60	86	146		20:30			29	36	65							
08:45			51	218	97	354	20:45			34	140	25	116	59	256				
09:00			52	73	125		21:00			33	16	49							
09:15			42	61	103		21:15			20	14	34							
09:30			49	47	96		21:30			27	12	39							
09:45			49	192	51	232	21:45			21	101	8	50	29	151				
10:00			50	52	102		22:00			12	9	21							
10:15			48	57	105		22:15			13	8	21							
10:30			45	66	111		22:30			14	6	20							
10:45			49	192	44	219	22:45			12	51	6	29	18	80				
11:00			79	55	134		23:00			16	3	19							
11:15			59	62	121		23:15			14	2	16							
11:30			58	57	115		23:30			10	6	16							
11:45			80	276	59	233	23:45			7	47	3	14	10	61				
TOTALS	1519			1943	3462		TOTALS	3217			2272	5489							
SPLIT %	43.9%			56.1%	38.7%		SPLIT %	58.6%			41.4%	61.3%							

DAILY TOTALS			NB	SB							EB	WB	Total	
			0	0							4,736	4,215	8,951	
AM Peak Hour			11:45	07:15	07:15	PM Peak Hour			15:00	15:15	15:15			
AM Pk Volume			300	406	672	PM Pk Volume			476	347	822			
Pk Hr Factor			0.938	0.914	0.870	Pk Hr Factor			0.930	0.803	0.886			
7 - 9 Volume	0	0	481	724	1205	4 - 6 Volume			0	0	833	540	1373	
7 - 9 Peak Hour			07:15	07:15	07:15	4 - 6 Peak Hour					16:15	16:15	16:15	
7 - 9 Pk Volume	0	0	266	406	672	4 - 6 Pk Volume			0	0	437	284	721	
Pk Hr Factor	0.000	0.000	0.773	0.914	0.870	Pk Hr Factor			0.000	0.000	0.918	0.826	0.879	

VOLUME

Olde Hwy 80 E/O Snow View Dr

Day: Tuesday

Date: 3/26/2019

City: El Cajon

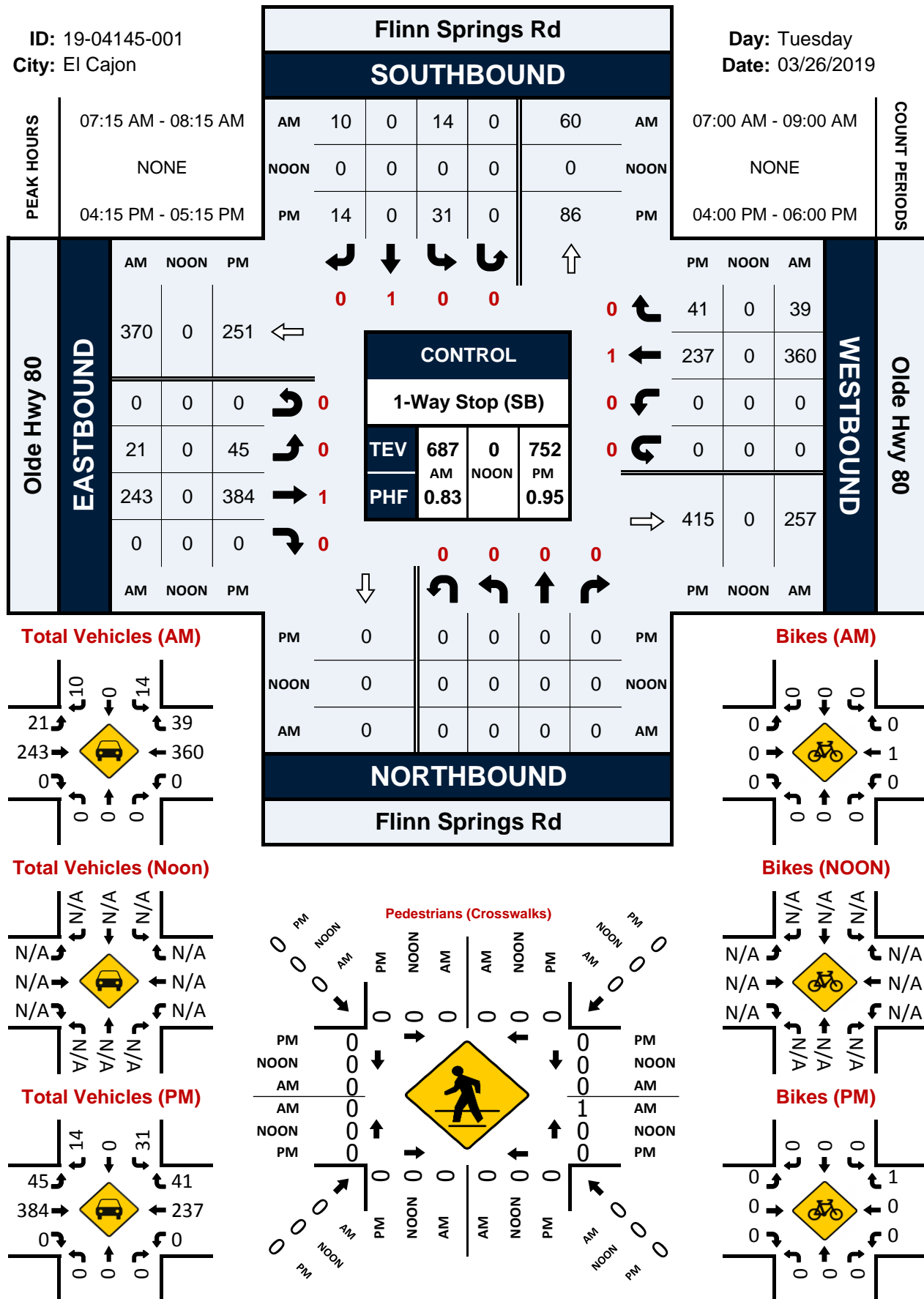
Project #: CA19\_4144\_003

DAILY TOTALS					NB	SB	EB					WB	Total	
					0	0						4,455		
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL		
00:00			5	4	9		12:00			56	81	137		
00:15			4	7	11		12:15			66	64	130		
00:30			1	4	5		12:30			75	60	135		
00:45			3	13	1	16	12:45			74	271	73	278	
01:00			1	0	1		13:00			68	58	126		
01:15			4	3	7		13:15			91	70	161		
01:30			1	0	1		13:30			101	67	168		
01:45			4	10	1	4	13:45			90	350	72	267	
02:00			0	0	0		14:00			90	103	193		
02:15			2	2	4		14:15			83	84	167		
02:30			0	5	5		14:30			89	57	146		
02:45			8	10	3	10	14:45			92	354	62	306	
03:00			1	2	3		15:00			104	66	170		
03:15			4	2	6		15:15			108	70	178		
03:30			2	4	6		15:30			112	104	216		
03:45			2	9	2	10	15:45			121	445	96	336	
04:00			1	6	7		16:00			106	80	186		
04:15			3	11	14		16:15			104	58	162		
04:30			6	12	18		16:30			103	57	160		
04:45			8	18	20	49	16:45			90	403	74	269	
05:00			15	32	47		17:00			107	78	185		
05:15			16	29	45		17:15			91	66	157		
05:30			30	52	82		17:30			94	64	158		
05:45			57	118	43	156	17:45			98	390	57	265	
06:00			33	61	94		18:00			67	40	107		
06:15			47	64	111		18:15			83	43	126		
06:30			38	88	126		18:30			65	45	110		
06:45			37	155	75	288	18:45			64	279	53	181	
07:00			41	81	122		19:00			58	33	91		
07:15			61	70	131		19:15			44	39	83		
07:30			72	99	171		19:30			56	35	91		
07:45			90	264	113	363	19:45			52	210	30	137	
08:00			42	105	147		20:00			42	28	70		
08:15			63	58	121		20:15			41	24	65		
08:30			55	92	147		20:30			28	32	60		
08:45			57	217	96	351	20:45			29	140	22	106	
09:00			47	69	116		21:00			34	13	47		
09:15			39	54	93		21:15			19	10	29		
09:30			46	48	94		21:30			25	9	34		
09:45			45	177	49	220	21:45			22	100	8	40	
10:00			46	54	100		22:00			11	6	17		
10:15			47	53	100		22:15			11	8	19		
10:30			46	67	113		22:30			11	6	17		
10:45			47	186	46	220	22:45			12	45	4	24	
11:00			64	56	120		23:00			13	3	16		
11:15			53	64	117		23:15			12	3	15		
11:30			60	59	119		23:30			8	6	14		
11:45			77	254	58	237	23:45			4	37	3	15	
TOTALS			1431		1924	3355	TOTALS			3024		2224	5248	
SPLIT %			42.7%		57.3%	39.0%	SPLIT %			57.6%		42.4%	61.0%	

DAILY TOTALS			NB	SB	EB				WB		Total
			0	0							4,455
AM Peak Hour			11:45	07:15	07:15	PM Peak Hour			15:15	15:15	15:15
AM Pk Volume			274	387	652	PM Pk Volume			447	350	797
Pk Hr Factor			0.890	0.856	0.803	Pk Hr Factor			0.924	0.841	0.918
7 - 9 Volume	0	0	481	714	1195	4 - 6 Volume	0	0	793	534	1327
7 - 9 Peak Hour			07:30	07:15	07:15	4 - 6 Peak Hour			16:15	16:45	16:00
7 - 9 Pk Volume	0	0	267	387	652	4 - 6 Pk Volume	0	0	404	282	672
Pk Hr Factor	0.000	0.000	0.742	0.856	0.803	Pk Hr Factor	0.000	0.000	0.944	0.904	0.903



**Day:** Tuesday  
**Date:** 03/26/2019





# **Attachment 4**

## **Existing ADT, Peak Hour Volumes, Lane Configurations, Existing Synchro Worksheets**



## Existing ADT



### Legend

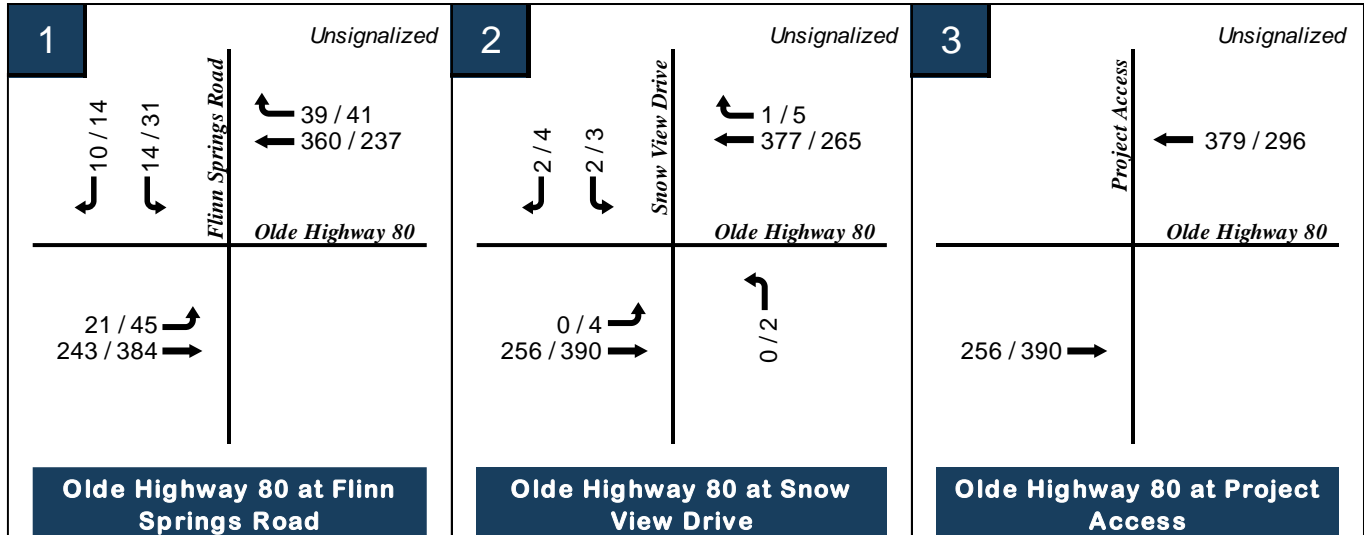
XX,XXX = ADT Number

# = Studied Intersection Location

X = Studied Street Segment

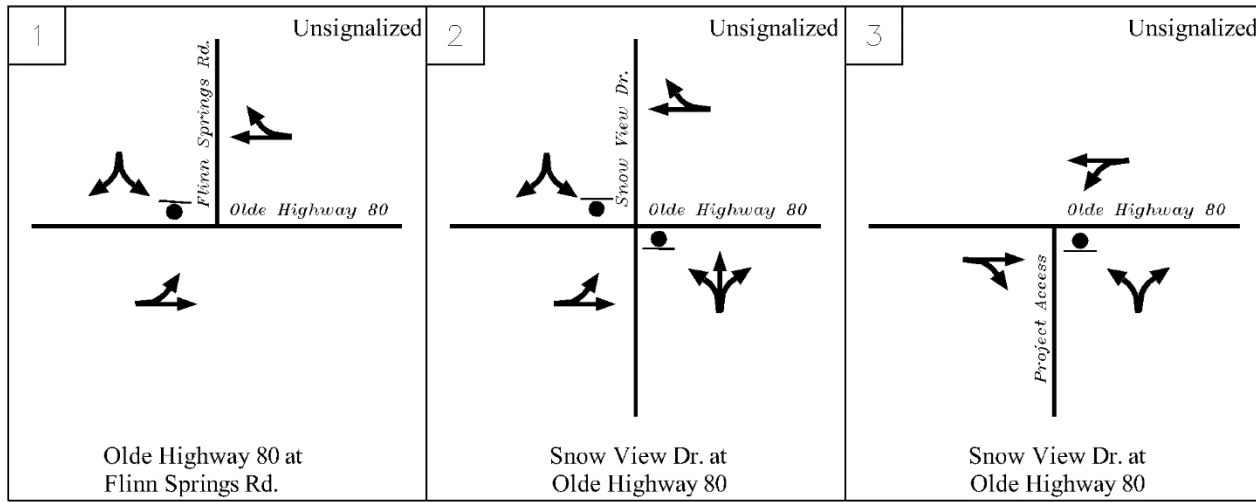
P = Project Location

## Existing AM and PM Peak Hour Volumes



XX / XX = AM / PM Peak hour volumes

## Existing Lane Configurations



### Legend




● = Unsignalized Intersection

HCM 6th TWSC  
1: Olde Highway 80 & Flinn Springs Rd.

Existing AM  
09/17/2019

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	21	243	360	39	14	10
Future Vol, veh/h	21	243	360	39	14	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	264	391	42	15	11

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	433	0	0 722 412
Stage 1	-	-	- - 412 -
Stage 2	-	-	- - 310 -
Critical Hdwy	4.12	-	- - 6.42 6.22
Critical Hdwy Stg 1	-	-	- - 5.42 -
Critical Hdwy Stg 2	-	-	- - 5.42 -
Follow-up Hdwy	2.218	-	- - 3.518 3.318
Pot Cap-1 Maneuver	1127	-	- - 394 640
Stage 1	-	-	- - 669 -
Stage 2	-	-	- - 744 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1127	-	- - 385 640
Mov Cap-2 Maneuver	-	-	- - 385 -
Stage 1	-	-	- - 653 -
Stage 2	-	-	- - 744 -

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	13.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1127	-	-	-	462
HCM Lane V/C Ratio	0.02	-	-	-	0.056
HCM Control Delay (s)	8.3	0	-	-	13.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

HCM 6th TWSC  
2: Olde Highway 80 & Snow View Dr.

Existing AM  
09/17/2019




Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕		
Traffic Vol, veh/h	0	256	0	0	377	1	0	0	0	2	0	2
Future Vol, veh/h	0	256	0	0	377	1	0	0	0	2	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	278	0	0	410	1	0	0	0	2	0	2
Major/Minor	Major1		Major2			Minor1			Minor2			
Conflicting Flow All	411	0	-	-	-	0	690	689	278	689	-	411
Stage 1	-	-	-	-	-	-	278	278	-	411	-	-
Stage 2	-	-	-	-	-	-	412	411	-	278	-	-
Critical Hdwy	4.12	-	-	-	-	-	7.12	6.52	6.22	7.12	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	-	-
Follow-up Hdwy	2.218	-	-	-	-	-	3.518	4.018	3.318	3.518	-	3.318
Pot Cap-1 Maneuver	1148	-	0	0	-	-	359	369	761	360	0	641
Stage 1	-	-	0	0	-	-	728	680	-	618	0	-
Stage 2	-	-	0	0	-	-	617	595	-	728	0	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1148	-	-	-	-	-	358	369	761	360	-	641
Mov Cap-2 Maneuver	-	-	-	-	-	-	358	369	-	360	-	-
Stage 1	-	-	-	-	-	-	728	680	-	618	-	-
Stage 2	-	-	-	-	-	-	615	595	-	728	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	0		0			0			12.9			
HCM LOS						A			B			
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1						
Capacity (veh/h)	-	1148	-	-	-	461						
HCM Lane V/C Ratio	-	-	-	-	-	0.009						
HCM Control Delay (s)	0	0	-	-	-	12.9						
HCM Lane LOS	A	A	-	-	-	B						
HCM 95th %tile Q(veh)	-	0	-	-	-	0						

HCM 6th TWSC  
1: Olde Highway 80 & Flinn Springs Rd.

Existing PM  
09/17/2019

Intersection

Int Delay, s/veh 1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	45	384	237	41	31	14
Future Vol, veh/h	45	384	237	41	31	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	417	258	45	34	15

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	303	0	0 796 281
Stage 1	-	-	- 281 -
Stage 2	-	-	- 515 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1258	-	- 356 758
Stage 1	-	-	- 767 -
Stage 2	-	-	- 600 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1258	-	- 338 758
Mov Cap-2 Maneuver	-	-	- 338 -
Stage 1	-	-	- 728 -
Stage 2	-	-	- 600 -

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	15
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1258	-	-	-	408
HCM Lane V/C Ratio	0.039	-	-	-	0.12
HCM Control Delay (s)	8	0	-	-	15
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4

HCM 6th TWSC  
2: Olde Highway 80 & Snow View Dr.

Existing PM  
09/17/2019

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕		
Traffic Vol, veh/h	4	390	0	0	265	5	2	0	0	3	0	4
Future Vol, veh/h	4	390	0	0	265	5	2	0	0	3	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	424	0	0	288	5	2	0	0	3	0	4
Major/Minor	Major1		Major2			Minor1			Minor2			
Conflicting Flow All	293	0	-	-	-	0	725	725	424	723	-	291
Stage 1	-	-	-	-	-	-	432	432	-	291	-	-
Stage 2	-	-	-	-	-	-	293	293	-	432	-	-
Critical Hdwy	4.12	-	-	-	-	-	7.12	6.52	6.22	7.12	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	-	-
Follow-up Hdwy	2.218	-	-	-	-	-	3.518	4.018	3.318	3.518	-	3.318
Pot Cap-1 Maneuver	1269	-	0	0	-	-	340	352	630	342	0	748
Stage 1	-	-	0	0	-	-	602	582	-	717	0	-
Stage 2	-	-	0	0	-	-	715	670	-	602	0	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1269	-	-	-	-	-	337	351	630	341	-	748
Mov Cap-2 Maneuver	-	-	-	-	-	-	337	351	-	341	-	-
Stage 1	-	-	-	-	-	-	600	580	-	714	-	-
Stage 2	-	-	-	-	-	-	711	670	-	600	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	0.1		0			15.8			12.4			
HCM LOS						C			B			
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1						
Capacity (veh/h)	337	1269	-	-	-	495						
HCM Lane V/C Ratio	0.006	0.003	-	-	-	0.015						
HCM Control Delay (s)	15.8	7.8	0	-	-	12.4						
HCM Lane LOS	C	A	A	-	-	B						
HCM 95th %tile Q(veh)	0	0	-	-	-	0						

# **Attachment 5**

## **Project Only ADT, Peak Hour Volumes,**



## Project ADT



### Legend

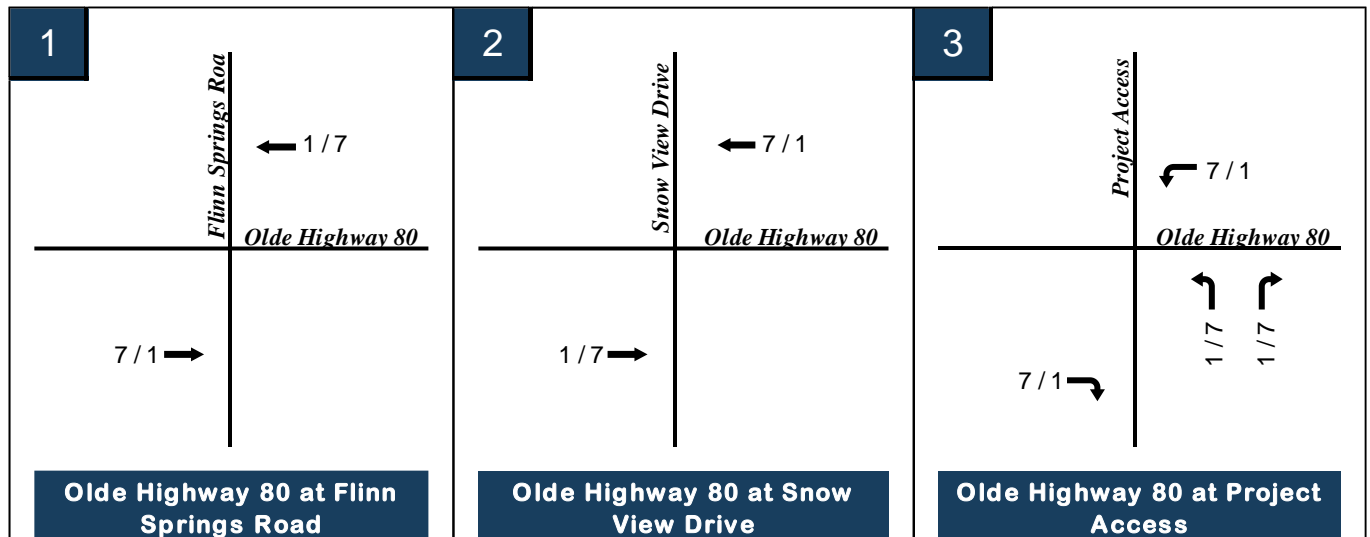
XX,XXX = ADT Number

# = Studied Intersection Location

X = Studied Street Segment

P = Project Location

## Project AM and PM Peak Hour Volumes



XX / XX = AM / PM Peak hour volumes

# **Attachment 6**

## **Existing Plus Project ADT, Peak Hour Volumes, Existing Plus Project Synchro Worksheets**

## Existing Plus Project ADT



### Legend

XX,XXX = ADT Number

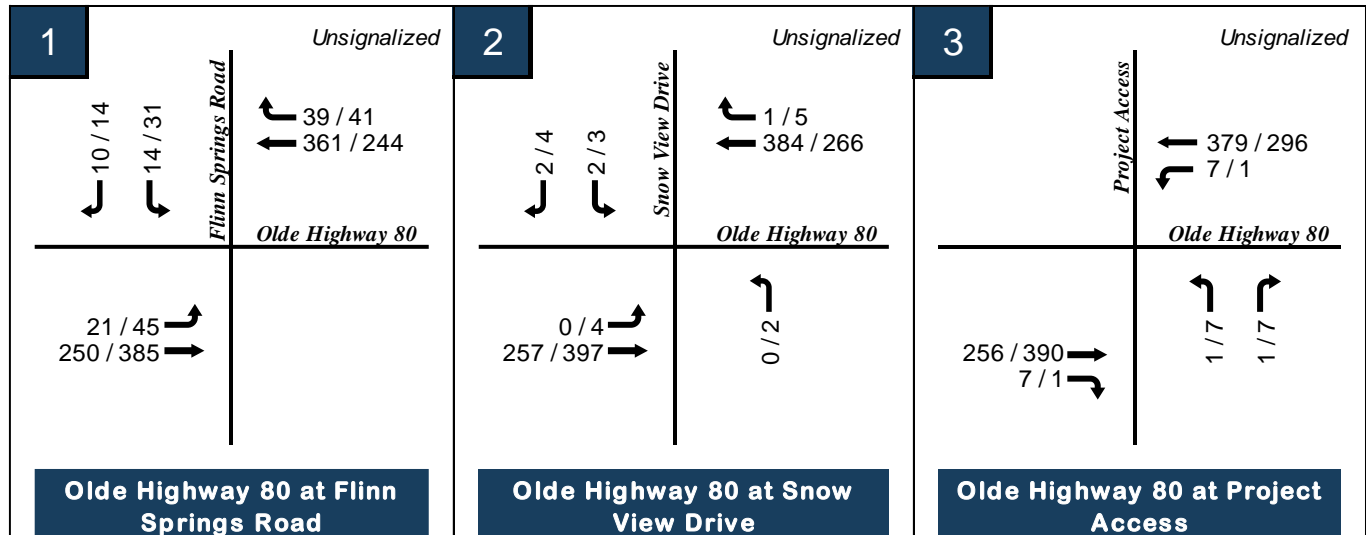
# = Studied Intersection Location

X = Studied Street Segment

P = Project Location



# Existing Plus Project AM and PM Peak Hour Volumes






XX / XX = AM / PM Peak hour volumes

HCM 6th TWSC  
1: Olde Highway 80 & Flinn Springs Rd.

Existing AM + P  
01/13/2021

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	21	252	361	39	14	10
Future Vol, veh/h	21	252	361	39	14	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	274	392	42	15	11

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	434	0	0 733 413
Stage 1	-	-	- 413 -
Stage 2	-	-	- 320 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1126	-	- 388 639
Stage 1	-	-	- 668 -
Stage 2	-	-	- 736 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1126	-	- 379 639
Mov Cap-2 Maneuver	-	-	- 379 -
Stage 1	-	-	- 652 -
Stage 2	-	-	- 736 -

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	13.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1126	-	-	-	456
HCM Lane V/C Ratio	0.02	-	-	-	0.057
HCM Control Delay (s)	8.3	0	-	-	13.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2




HCM 6th TWSC  
2: Olde Highway 80 & Snow View Dr.

Existing AM + P  
01/13/2021

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕		
Traffic Vol, veh/h	0	257	0	0	386	1	0	0	0	2	0	2
Future Vol, veh/h	0	257	0	0	386	1	0	0	0	2	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	279	0	0	420	1	0	0	0	2	0	2
Major/Minor	Major1		Major2			Minor1			Minor2			
Conflicting Flow All	421	0	-	-	-	0	701	700	279	700	-	421
Stage 1	-	-	-	-	-	-	279	279	-	421	-	-
Stage 2	-	-	-	-	-	-	422	421	-	279	-	-
Critical Hdwy	4.12	-	-	-	-	-	7.12	6.52	6.22	7.12	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	-	-
Follow-up Hdwy	2.218	-	-	-	-	-	3.518	4.018	3.318	3.518	-	3.318
Pot Cap-1 Maneuver	1138	-	0	0	-	-	353	363	760	354	0	632
Stage 1	-	-	0	0	-	-	728	680	-	610	0	-
Stage 2	-	-	0	0	-	-	609	589	-	728	0	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1138	-	-	-	-	-	352	363	760	354	-	632
Mov Cap-2 Maneuver	-	-	-	-	-	-	352	363	-	354	-	-
Stage 1	-	-	-	-	-	-	728	680	-	610	-	-
Stage 2	-	-	-	-	-	-	607	589	-	728	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	0		0			0			13			
HCM LOS						A			B			
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1						
Capacity (veh/h)	-	1138	-	-	-	454						
HCM Lane V/C Ratio	-	-	-	-	-	0.01						
HCM Control Delay (s)	0	0	-	-	-	13						
HCM Lane LOS	A	A	-	-	-	B						
HCM 95th %tile Q(veh)	-	0	-	-	-	0						

HCM 6th TWSC  
3: Project Access & Olde Highway 80

Existing AM + P  
03/31/2021

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	256	7	7	379	1	1
Future Vol, veh/h	256	7	7	379	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	278	8	8	412	1	1
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	286	0	710	282
Stage 1	-	-	-	-	282	-
Stage 2	-	-	-	-	428	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1276	-	400	757
Stage 1	-	-	-	-	766	-
Stage 2	-	-	-	-	657	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1276	-	397	757
Mov Cap-2 Maneuver	-	-	-	-	397	-
Stage 1	-	-	-	-	760	-
Stage 2	-	-	-	-	657	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		11.9	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	521	-	-	1276	-	
HCM Lane V/C Ratio	0.004	-	-	0.006	-	
HCM Control Delay (s)	11.9	-	-	7.8	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	






HCM 6th TWSC  
1: Olde Highway 80 & Flinn Springs Rd.

Existing PM + P  
01/13/2021

Intersection

Int Delay, s/veh 1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	45	385	245	41	31	14
Future Vol, veh/h	45	385	245	41	31	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	418	266	45	34	15

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	311	0	805
Stage 1	-	-	289
Stage 2	-	-	516
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1249	-	352
Stage 1	-	-	760
Stage 2	-	-	599
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1249	-	334
Mov Cap-2 Maneuver	-	-	334
Stage 1	-	-	721
Stage 2	-	-	599

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	15.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1249	-	-	-	404
HCM Lane V/C Ratio	0.039	-	-	-	0.121
HCM Control Delay (s)	8	0	-	-	15.1
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4




HCM 6th TWSC  
2: Olde Highway 80 & Snow View Dr.

Existing PM + P  
01/13/2021

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕		
Traffic Vol, veh/h	4	398	0	0	266	5	2	0	0	3	0	4
Future Vol, veh/h	4	398	0	0	266	5	2	0	0	3	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	433	0	0	289	5	2	0	0	3	0	4
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	294	0	-	-	-	-	0	735	735	433	733	- 292
Stage 1	-	-	-	-	-	-	-	441	441	-	292	- -
Stage 2	-	-	-	-	-	-	-	294	294	-	441	- -
Critical Hdwy	4.12	-	-	-	-	-	-	7.12	6.52	6.22	7.12	- 6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	6.12	5.52	-	6.12	- -
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.12	5.52	-	6.12	- -
Follow-up Hdwy	2.218	-	-	-	-	-	-	3.518	4.018	3.318	3.518	- 3.318
Pot Cap-1 Maneuver	1268	-	0	0	-	-	-	335	347	623	336	0 747
Stage 1	-	-	0	0	-	-	-	595	577	-	716	0 -
Stage 2	-	-	0	0	-	-	-	714	670	-	595	0 -
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1268	-	-	-	-	-	-	332	346	623	335	- 747
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	332	346	-	335	- -
Stage 1	-	-	-	-	-	-	-	593	575	-	713	- -
Stage 2	-	-	-	-	-	-	-	710	670	-	593	- -
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0			15.9			12.5		
HCM LOS							C			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1					
Capacity (veh/h)	332	1268	-	-	-	-	489					
HCM Lane V/C Ratio	0.007	0.003	-	-	-	-	0.016					
HCM Control Delay (s)	15.9	7.8	0	-	-	-	12.5					
HCM Lane LOS	C	A	A	-	-	-	B					
HCM 95th %tile Q(veh)	0	0	-	-	-	-	0					

HCM 6th TWSC  
3: Project Access & Olde Highway 80

Existing PM + P  
03/31/2021

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	390	1	1	296	7	7
Future Vol, veh/h	390	1	1	296	7	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	424	1	1	322	8	8
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	425	0	749	425
Stage 1	-	-	-	-	425	-
Stage 2	-	-	-	-	324	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1134	-	379	629
Stage 1	-	-	-	-	659	-
Stage 2	-	-	-	-	733	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1134	-	379	629
Mov Cap-2 Maneuver	-	-	-	-	379	-
Stage 1	-	-	-	-	658	-
Stage 2	-	-	-	-	733	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		12.9	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	473	-	-	1134	-	
HCM Lane V/C Ratio	0.032	-	-	0.001	-	
HCM Control Delay (s)	12.9	-	-	8.2	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

# **Attachment 6**

## **Scoping Agreement**



ATTACHMENT A

## Scoping Agreement for Transportation Studies

A

### General Project Information and Description

#### Project Information

Project Name:

Project PDS Number:

Project Location:

#### Project Description

Land Uses and Intensities:

Gross and Developable Acreage:

Number of Vehicle Parking Spaces:

Bicycle Storage Capacity:

Motorcycle Spaces:

#### Consultant

Name of Firm:

Project Manager:

Address:

Telephone:

#### Trip Generation

Source:

Pass-by Trips:

Total Daily Trips:

Diverted Trips:

Internal Capture Rate:

Trip Credit:

Alternative Modes:

Net Daily Trips:

#### General Plan Consistency

Is this project consistent with the General Plan? ☐ Yes ☐ No

#### Site Plan

Attach 11x17 copies of the project location/vicinity map and site plan containing the following:

- Driveway locations and access type
- Pedestrian access, bicycle access, and on-site pedestrian circulation
- Location and distance to closest existing transit stop (measure as walking distance to project entrance or middle of parcel)
- Location of any planned trails identified in the Community Trails Master Plan (CTMP) within ¼ mile of the project location

# CEQA Transportation Analysis Screening

## Project Type Screening

1) Select the Land Uses that apply to your project 2) Answer the questions for each Land Use that applies to your project (if "Yes" in any land use category below then that land use (or a portion of the land use) is screened from CEQA Transportation Analysis)		Screened Out	Not Screened Out
		Yes	No
<input type="checkbox"/>	<b>1. Small Projects:</b> a. Does the project result in 110 daily trips or less?	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<b>2. Small Service/Retail Project:</b> a. Is the project less than 50,000 square feet?	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<b>3. Mixed-Use Project:</b> a. Is the project location screened out based on the SANDAG screening map for VMT/service population?	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<b>4. Locally Serving Retail/Public Facility/Recreational</b> a. Is the project locally serving: Retail OR Public Facility OR Recreational?	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<b>5. Redevelopment Project:</b> a. Does the project result in a net decrease in total Project VMT than the existing use? b. If the project is to redevelop an affordable housing site, are all proposed units affordable housing units? Mark "No" for projects that replace affordable housing with market rate units	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>

## Project Location Screening (if not screened based on project type) – Part 1

Is this project located within a grey area (area with little to no existing land use) on the applicable County screening maps for the project land use type?	<input type="checkbox"/> Yes	<input type="checkbox"/> No
--	------------------------------	-----------------------------

If "yes", the project cannot be screened based on location. If "No", proceed to Part 2.

## Project Location Screening (if not screened based on project type) – Part 2

1) Select the Land Uses that apply to your project 2) Answer the questions for each Land Use that applies to your project (if "Yes" in any land use category below then that land use (or a portion of the land use) is screened from CEQA Transportation Analysis)		Screened Out	Not Screened Out
		Yes	No
<input type="checkbox"/>	<b>1. Residential</b> a. Is the project location screened out using the County screening maps for VMT/resident?	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<b>2. Employment</b> a. Is the project location screened out using the County screening maps for VMT/employee or VMT/service population?	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<b>3. Retail/Public Facility/Recreational</b> a. Is the project location screened out using the County screening maps for VMT/service population?	<input type="checkbox"/>	<input type="checkbox"/>

## Local Mobility Analysis

### Type of Local Mobility Analysis (LMA)

<input type="checkbox"/> <b>Site Access Study</b>	249 daily trips or less
<input type="checkbox"/> <b>Focused LMA</b>	250 to 499 daily trips and consistent with the General Plan
<input type="checkbox"/> <b>Full LMA</b>	500 or greater daily trips and consistent with the General Plan, or 250 or greater daily trips and inconsistent with the General Plan

### Trip Distribution

<input type="checkbox"/> <b>Select Zone (Model Series _____)</b>	Projects that generate greater than 1,000 daily trips
<input type="checkbox"/> <b>Manual Estimation</b>	Site Access Studies, Focused LMAs, or project's that generate less than 1,000 daily trips
Provide exhibit detailing trip distribution and trip assignment for review.	

### Study Intersections (and Roadway Segments) (NOTE: Subject to change based of staff review)

1.	6.
2.	7.
3.	8.
4.	9.
5.	10.
Attach a separate page if the number of study locations exceeds 10.	

### Other Jurisdictions

Is this project located within one mile of another Local Jurisdiction?	<input type="checkbox"/> Yes	<input type="checkbox"/> No
If so, name of Jurisdiction:		

### Specific Issues to be addressed within the Study

(in addition to requirements described in the Guidelines – to be filled out by County Staff)

1.
2.
3.
4.
5.

**Recommended by:**

---

Consultant's Representative

---

Date

Scoping Agreement Submitted on

---

Date

Scoping Agreement Re-submitted on

---

Date

**Approved Scoping Agreement:**

*Damon Davis*

---

County of San Diego  
Transportation Specialist

---

Date



## Attachment 1 Site Plan

Site Plan provided on following page

SITE PLAN MODIFICATION  
FOR  
ORTEGA CONSTRUCTION YARD  
S98-031

EASEMENT NOTES:

EASEMENTS PLOTTED PER PRELIMINARY REPORT PREPARED BY CORINTHIAN TITLE COMPANY AS ORDER NO. 18000480408 DATED 03/20/18.

100' HIGHWAY EASEMENT PER DOCUMENT RECORDED 01/29/1932 BOOK 85, PAGE 194 OF OFFICIAL RECORDS.

EASEMENT FOR PUBLIC ROAD PURPOSES PER DOCUMENT RECORDED 01/22/1912 IN BOOK 505, PAGE 33 OF DEEDS - NOT PLOTTABLE.

EASEMENT FOR PUBLIC ROAD PURPOSES PER DOCUMENT RECORDED 02/24/1916 IN BOOK 702, PAGE 373 OF DEEDS - NOT PLOTTABLE.

EASEMENT FOR CABLE TELEVISION PURPOSES DOC. NO. 1984-444187 RECORDED 11/28/1984 - NOT PLOTTABLE.

EASEMENT FOR ELECTRICAL SERVICE PURPOSES PER DOC. NO. 2007-0449585 RECORDED 07/05/2007 - NOT PLOTTABLE.

EASEMENT FOR PUBLIC UTILITIES PER DOCUMENT RECORDED 12/12/1929 IN BOOK 1713 PAGE 366 OF DEEDS - NOT PLOTTABLE.

SDG&E EASEMENT FOR PUBLIC UTILITIES PER DOC. NO. 2011-0221395 RECORDED 04/28/2011 - NOT PLOTTABLE.

PARKING INFORMATION:

396-111-10

OFFICE:  
4 PARKING SPACES PER 1,000 SF X 10,000 SF  
= 40 PARKING SPACES

GENERAL WAREHOUSING AND STORAGE:  
1 PARKING SPACE PER 1,000 SF X 20,000 SF  
= 20 PARKING SPACES

ACCESSIBLE SPACES NEEDED = 3 SPACES

TOTAL REQUIRED = 60 PARKING SPACES  
TOTAL PROVIDED = 60 PARKING SPACES  
ACCESSIBLE SPACES PROVIDED = 3 SPACES

396-111-17

OFFICE:  
4 PARKING SPACES PER 1,000 SF X 3,100 SF  
= 13 PARKING SPACES

ACCESSIBLE SPACES NEEDED = 1 SPACE

TOTAL REQUIRED = 13 PARKING SPACES  
TOTAL PROVIDED = 18 PARKING SPACES  
ACCESSIBLE SPACES PROVIDED = 1 SPACE

LEGEND:

- PROPERTY BOUNDARY
- EXISTING PCC
- EXISTING AC PAVEMENT
- PROPOSED AC PAVEMENT
- PROPOSED PCC
- EXISTING/PROPOSED LANDSCAPING
- EXISTING LIGHT
- PROPOSED NUMBER OF PARKING SPACES
- BUILDING SETBACKS

LEGAL DESCRIPTION:

A PORTION OF BLOCK 51 OF "S" TRACT, RANCHO EL CAJON IN THE COUNTY OF SAN DIEGO, STATE OF CALIFORNIA AS DESCRIBED IN DEED RECORDED APRIL 17, 2017 AS DOC. #2017-0171656 TOGETHER WITH:

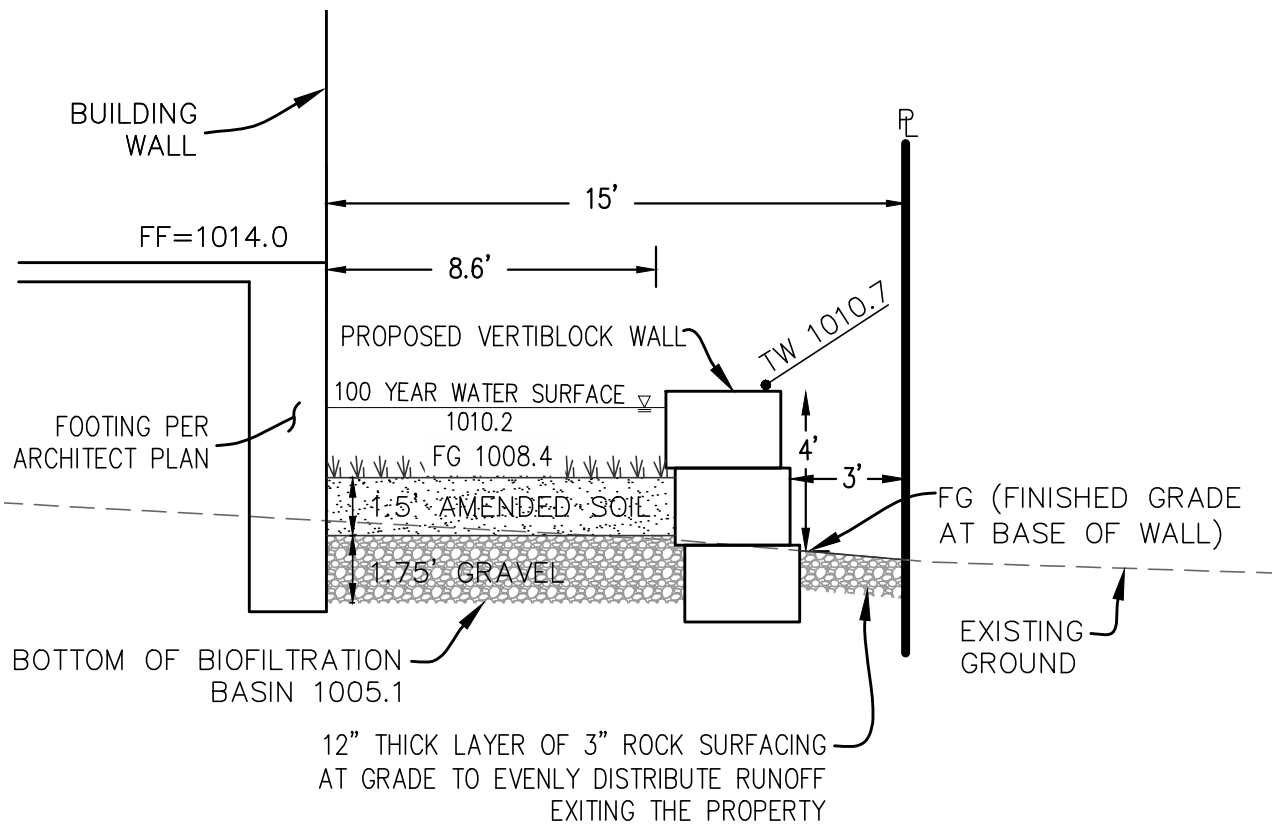
PARCEL 1 OF PARCEL MAP 2836.

ASSESSOR PARCEL NUMBERS:

396-111-10 & 17

SITE ADDRESS:

15247 AND 15229 OLDE HIGHWAY 80  
EL CAJON, CA 92021

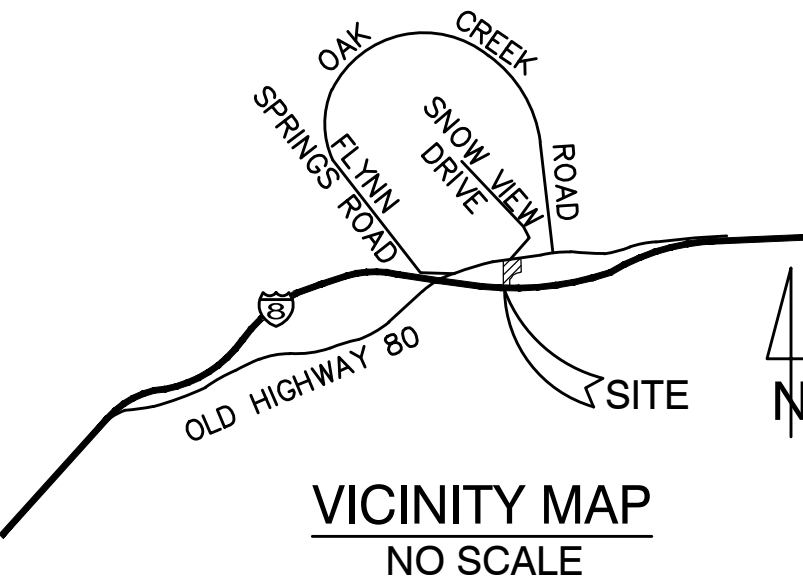


OWNER:

ARCHIE MAURICE ORTEGA  
TRUSTEE OF THE ORTEGA FAMILY TRUST DATED MARCH 1, 1988  
10125 CHANNEL ROAD  
LAKEVIEW, CA 92040  
(619) 719-8710

DATE

(WESTBOUND LANES)  
INTERSTATE 8



LAWRENCE W. WALSH  
Walsh Engineering & Surveying, Inc.  
607 Aldwych Road, El Cajon, CA 92020  
(619) 588-6747 (619) 792-1232 Fax

DATE