

MEMORANDUM

To: Chintu Patel
c/o Apollo Development Group

Date: December 21, 2018

From: K.C. Yellapu, P.E.
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LLG, Engineers

LLG Ref: 3-18-3037

Subject: 3141 E. Valley Parkway Assisted Living Facility

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INTRODUCTION

Linscott, Law & Greenspan Engineers (LLG), has prepared this memorandum to detail the results of a trip generation evaluation for a proposed Assisted Living Facility to be located at 3141 East Valley Parkway in the City of Escondido.

PROJECT DESCRIPTION

The Project proposes the development of a 75-unit assisted care facility at 3141 E. Valley Parkway. As shown in the aerial below, the site is currently occupied by a residential dwelling unit and will be demolished as part of the Project. Project access will remain via the existing driveway along Hidden Trails Road.



TRIP GENERATION ASSESSMENT

Using SANDAG’s *(Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region* and the Congregate Care Facility land use category, **Table 1** tabulates the Project traffic generation. A trip credit was applied for the existing residential dwelling unit.

As shown in *Table 1*, the Project is calculated to add approximately 178 ADT with 5 inbound / 2 outbound trips during the AM peak hour and 7 inbound / 7 outbound trips during the PM peak hour.

To determine if a traffic impact analysis is needed for the Project, the Project's ADT was compared against the City's Proposed ADT Threshold for Roadway Segments to Trigger Traffic Impact Analysis for New Developments table.

PROPOSED A.D.T. THRESHOLDS FOR ROADWAY SEGMENTS TO TRIGGER TRAFFIC IMPACT ANALYSIS FOR NEW DEVELOPMENTS

Street Classification	Lanes	Cross Sections (ft.)	TIA Trigger-Points (ADT generation)
Prime Arterial	(8 lanes) (6 lanes)	116/136 (NP) 108/126 (NP)	900 800
Major Road	(6 lanes) (4 lanes)	90/110 (NP) 82/102 (NP)	700 500
Collector	(4 lanes) (4 lanes)	64/84 (NP) (WP)	500 250
Local Collector and other	(2 lanes) (2 lanes)	42/66 (NP) (WP)	200

Per the City's Circulation Element, Valley Parkway is classified as a Prime Arterial, El Norte Parkway is classified as a Major Road, and Hidden Trails Road is classified as a Local Collector (see *Attachment A*). Since Project access is via Hidden Trails Road, the Project would add approximately 178 ADT onto this roadway segment which is less than the TIA Trigger Point of 200 ADT. No further comparisons were conducted since this is the most restrictive case. Therefore, a traffic impact analysis is not needed.

CONCLUSION

Based on this trip generation assessment and the City of Escondido Traffic Impact Analysis Guidelines shown above, a traffic impact analysis is not needed.

Please call if you have any questions.

cc: File

**TABLE 1
 PROJECT TRIP GENERATION**

Land Use	Size	Daily Trip Ends (ADTs)		AM Peak Hour					PM Peak Hour				
		Rate ^a	Volume	% of ADT	In:Out	Volume			% of ADT	In:Out	Volume		
					Split	In	Out	Total		Split	In	Out	Total
<i>Proposed Land Use</i>													
Congregate Care Facility	75 DU	2.5/DU	188	4%	6:4	5	3	8	8%	5:5	8	7	15
<i>Existing Land Use To Be Removed</i>													
Single Family Detached	1 DU	10/DU	(10)	8%	3:7	0	(1)	(1)	10%	7:3	(1)	0	(1)
Net Total		—	178	—	—	5	2	7	—	—	7	7	14

General Notes:

- DU = Dwelling Unit











Footnotes:

a. Rate is based on SANDAG's (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, April 2002.

ATTACHMENT A



Classification

-  Freeway
 -  Super Prime Arterial (138'/116'/14'-24')
 -  Prime Arterial (128'/108'/14'-24')
 -  Super Major Road (110'/90'/14'-24')
 -  Major Road (102'/82'/14'-24')
 -  Collector (84'/64')
 -  Local Collector (66'/42')
 -  Proposed Future Alignment
- Cross Section Width in Feet (ROW/Pavement/Median)
-  City of Escondido
 -  General Plan Area

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