



581 Alaska Way, Pahrump, NV 89060

July 25, 2019
Project No. 2019-12

Apollo Senior Care LLC

Attn.: Chintu Patel

Subject: Traffic Study for proposed multi-residential units assisted living/memory care facility at 3141 East Valley Parkway, Escondido, CA

Dear Mr. Chintu Patel

This report presents a traffic impact study performed the subject project. The study analyzed the trip generation by the proposed new project to assess if a traffic impact study is required for this project.

PROJECT DESCRIPTION

The project is proposing to construct 59,397-square feet, 78-residential unit assisted living/memory care facility with 99 total beds on a 3.31-acre parcel located at 3141 East Valley Parkway. The project proposes to add 41 Parking spaces (38 full sized spaces and 3 disabled accessible spaces) plus an unobstructed area for delivery trucks, trash trucks, etc.

The project is designed such that the Assisted Living and Memory Care portions of the building are essentially separate, including separate entries and elevators, but with common facilities for kitchen, etc. Project access will remain via a relocated driveway easterly of the existing driveway along Hidden Trails Road and along the existing driveway on Old Guejito Grade Road. Figure 1 illustrates the project site plan. As shown in Figure 2, the site is currently occupied by a residential dwelling unit and will be demolished as part of the Project.

SITE ACCESS

Per the City of Escondido Circulation Element, Valley Parkway is classified as a Prime Arterial, El Norte Parkway is classified as a Major Road, Hidden Trails Road is classified as a Local Collector and Old Guejito Road is a residential street (see Attachment A).

The primary access to the project site is via Hidden Trails Road. It is expected that right-in, right-out and left-in, left-out turn movements would be allowed from the realigned driveway on Hidden

Trails Road. It is also expected that right-in, right-out and left-in and left-out turn movements would be allowed from the driveway located on Old Guejito Grade Road.

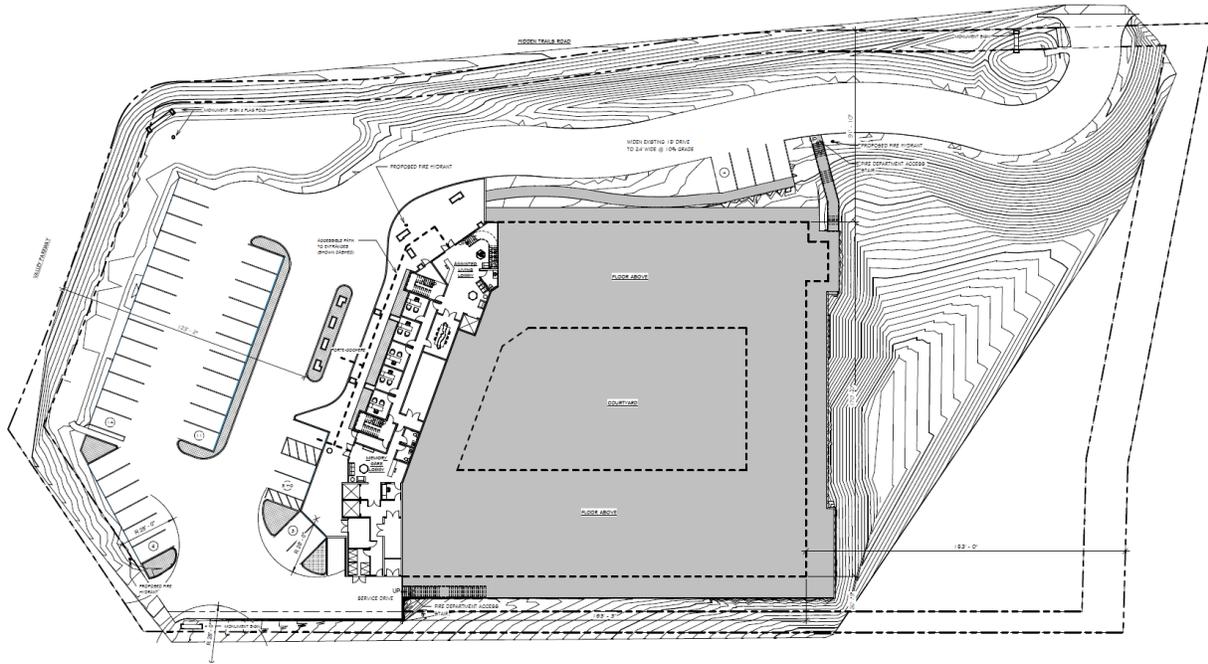


FIGURE 1 SITE PLAN

SIGHT DISTANCE ANALYSIS

Given the proximity of the proposed driveways to the El Norte Parkway/Hidden Trails Road and East Valley Parkway intersection, adequate sight distances must be provided at the two project driveway connections. Per the City of Escondido Sight Distance Details (Attachment B), the minimum sight distance for:

1. Hidden Trails Road is 385 feet. Based on field observations, there is more than 620 feet looking westerly and easterly from the proposed driveway location on Hidden Trails Road
2. Old Guejito Grade Road is 330 feet. Based on field observations, there is more than 552 feet looking southerly and northerly from Old Guejito Grade Road.

The existing sight distance at both driveways exceeds the minimum required sight distance.

PROJECT TRIP GENERATION

Trip generation forecasts were developed for the project based on rates published in the Institute of Transportation Engineers (ITE), Trip Generation, 8th Edition for Assisted Living uses (Land Use Code #254). Table 1 presents the trip generation forecasts for the project. A trip credit was applied for the existing residential dwelling unit utilizing SANDAG’s (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region.

As shown in Table 1, the Project is calculated to add approximately 253 net ADT. Project trips were distributed and assigned to Hidden Trails Road and to Old Guejito Grade Road.

FIGURE 2 Aerial Photographic View



FIGURE 2 AERIAL PHOTOGRAPHIC VIEW

TABLE 1 TRIP GENERATION

Land Use	Size	Average	Daily	A.M.	Hour	P.M.	Hour
		Rate	Trips	Peak	Trips	Peak	Trips
Proposed Use:							
Memory Care Facility	40 Beds	2.66	106	0.18	19	0.35	37
Assisted Living	59 Beds	2.66	157	0.18	28	0.35	55
Total Trips			263		47		92
Existing Land Use to Be Removed							
Single Family Detached	1 DU	10 /DU	(10)	0.08	1	0.08	1
Net Total Trips			253		36		57

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 (see Table 2) for Roadway Segments to Trigger Traffic Impact Analysis for New Developments table.

TABLE 2

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)	116/136 (NP)	900
	(6 lanes)	106/126 (NP)	800
Major Road	(6 lanes)	90/110 (NP)	700
	(4 lanes)	82/102 (NP)	500
Collector	(4 lanes)	64/84 (NP)	500
	(4 lanes)	(WP)	250
Local Collector and other	(2 lanes)	42/66 (NP)	200
	(2 lanes)	(WP)	

While Hidden Trails Road is classified as a local collector on the circulation element, the existing right of way and full width improvements along project frontage far exceed the expected roadway cross section for a local collector road. Figure 3 indicates the existing cross section of Hidden Trails Road.

Hidden Trails Road has a full width improved cross section of 58 feet within an 82-foot road right of way with a raised center median. Hidden Trails Road is wider at the intersection to provide for increased roadway capacity and transitions to 42-foot wide cross section past the project driveway to a local collector. Hidden Trails Road also has Class II bike lanes on either side with no on-street parking at the intersection. This section of Hidden Trails Road acts more like a collector street due to the intersection capacity.

AM/PM TRIPS

Peak hour AM/PM vehicle trips may trigger the collector peak hour thresholds. However, certain types of projects that generate less than 500 ADT (this project generates 255 ADT) maybe considered by the City staff as a TIA waiver if the affected road segment and intersections operate at Level of Service C or better. A recent conversation with City Traffic Engineering staff has confirmed that the intersection of El Norte Parkway/Hidden Trails Road and East Valley Parkway is operating at Level of service C.

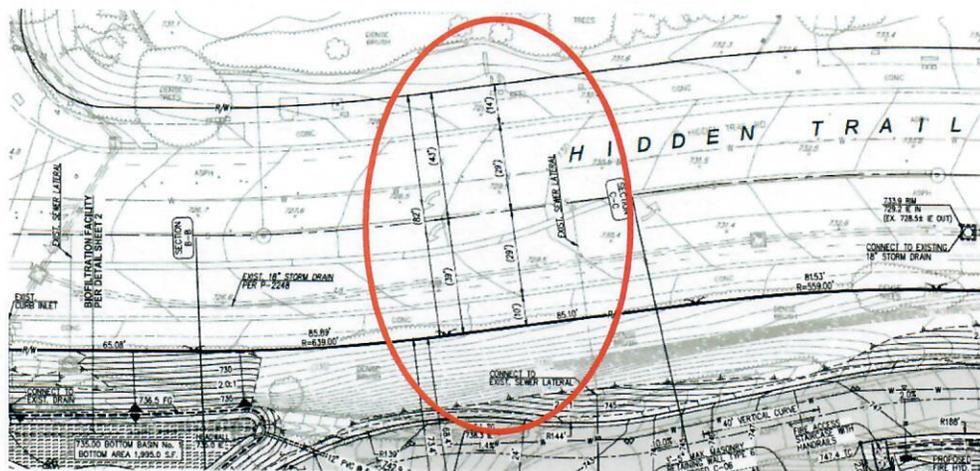


FIGURE 3 HIDDEN TRAILS ROAD SECTION

TRIP DISTRIBUTION

As previously indicated, the proposed project would add a total of approximately 253 ADT. Additionally, there are two access points from the proposed project site. It is expected that 70% of ADT would be distributed onto Hidden Trails Road and 30% ADT onto Old Guejito Grade Road resulting in 177 project trips on Hidden Trails Road and 76 project trips on Old Guejito Grade Road. The trigger point for traffic impact analysis for a local collector is 200 ADT. The addition of project traffic to the study-area road segments would not significantly impact the local road network.

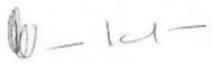
CONCLUSIONS

Hidden Trails Road is a local collector street along project frontage with a 200 ADT generation being the trigger point for consideration of a traffic impact analysis report. Since the proposed project is expected to generate approximately 253 ADT and will be distributed 70 percent (177 ADT) onto Hidden Trails Road and onto 30 percent (76 ADT) Old Guejito Grade Road, a traffic impact analysis is not needed.

If you have any questions, please contact the undersigned.

Sincerely

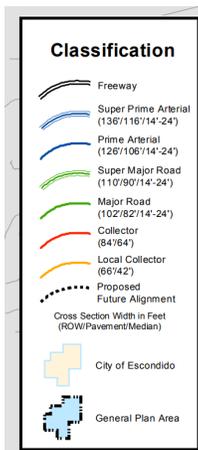
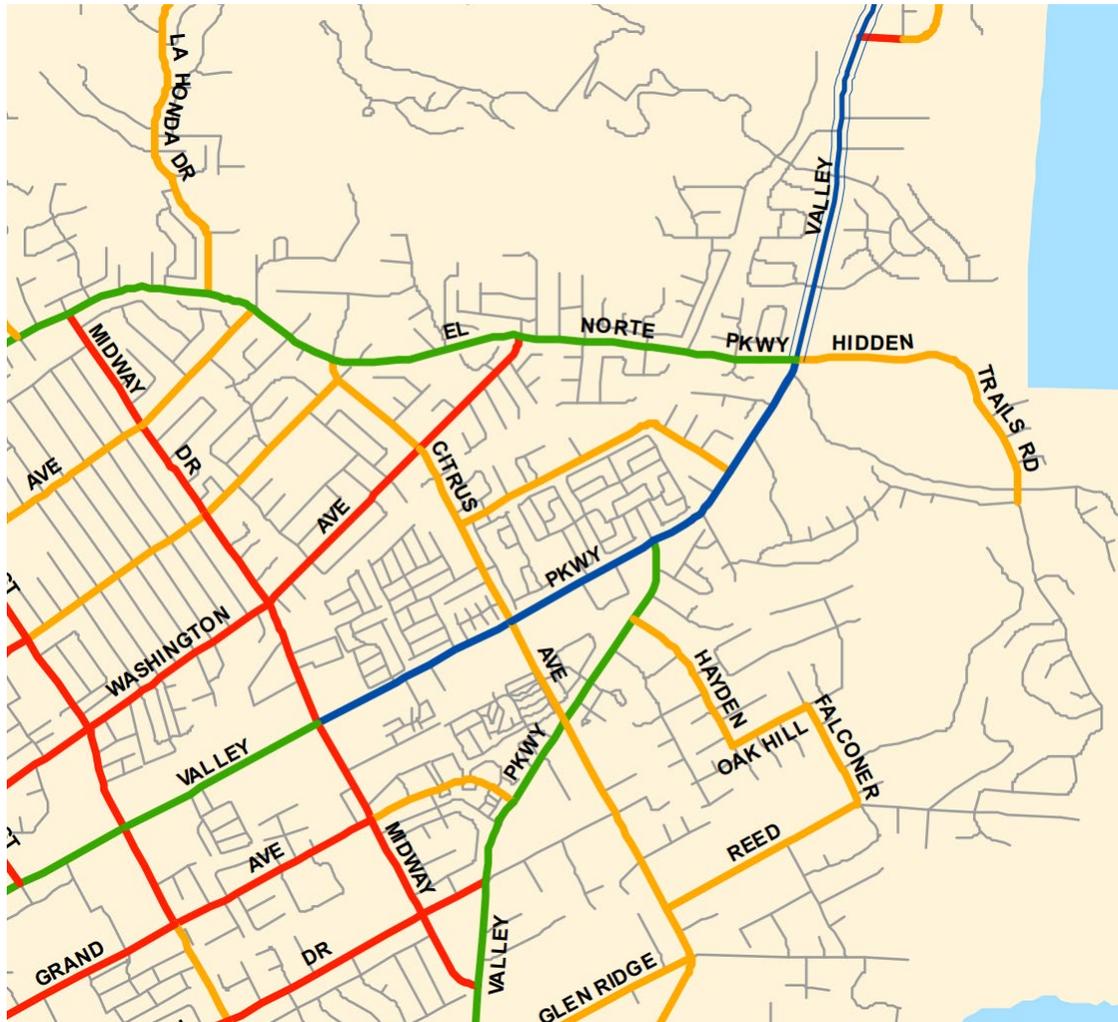
Reliable Data Collection, LLC


Venkat Reddy
Project Manager

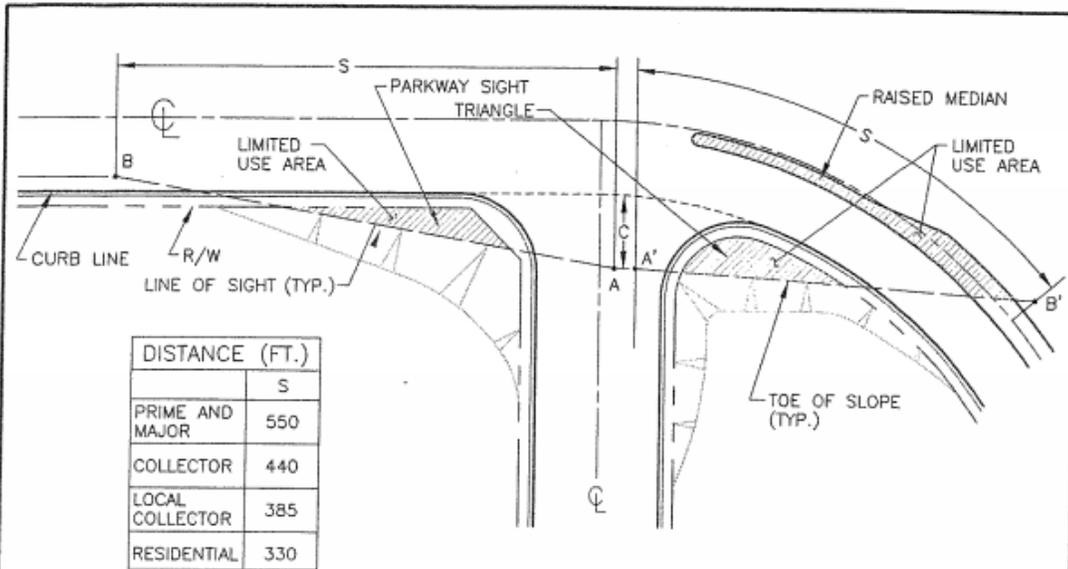



Daya Bettadapura
Consultant Engineer

ATTACHMENT A



ATTACHMENT B



NOTES:

1. THE LIMITED USE AREA IS DETERMINED BY THE GRAPHICAL METHOD USING THE APPROPRIATE DISTANCES GIVEN IN THE ABOVE TABLE. IT SHALL BE USED FOR THE PURPOSE OF PROHIBITING OR CLEARING OBSTRUCTIONS IN ORDER TO MAINTAIN ADEQUATE SIGHT DISTANCE AT INTERSECTIONS. VERTICAL CURVE OR STEEP SLOPES ON THE STREETS MAY REQUIRE CHANGES TO THE SIGHT DISTANCE RESTRICTIONS.
2. THE LINE OF SIGHT SHALL BE SHOWN AT INTERSECTIONS ON ALL LANDSCAPING PLANS, PLOT PLANS, GRADING PLANS AND TENTATIVE TRACT PLANS WHERE SIGHT DISTANCE IS QUESTIONABLE. IN CASES WHERE AN INTERSECTION IS LOCATED ON A VERTICAL CURVE, A PROFILE OF THE SIGHT LINE MAY BE REQUIRED.
3. WALLS, SIGNS, SLOPES, OR ANY OTHER OBSTRUCTIONS THAT COULD RESTRICT THE VIEW WITHIN THE LIMITED USE AREA SHALL NOT BE PERMITTED.
4. THE LIMITED USE AREA SHALL BE AS NEAR LEVEL AS POSSIBLE YET MAINTAIN PROPER DRAINAGE.
5. PLANTS AND SHRUBS SHALL BE OF THE TYPE THAT WILL GROW NO HIGHER THAN 24 INCHES ABOVE THE GROUND SHALL NOT BE PERMITTED.
6. POINTS A AND A' ARE THE LOCATIONS OF A DRIVER'S LINE OF SIGHT WHILE IN A VEHICLE AT AN INTERSECTION 15 FEET OR MORE BACK FROM THE PROJECTION OF THE CURB LINE. ON MULTILANE CROSSROADS, A IS THE MID-POINT OF THE INSIDE TRAVEL LANE AND A' IS THE MID-POINT OF THE OUTSIDE TRAVEL LANE (ON TWO LANE CROSSROADS A AND A' ARE THE SAME).
7. DISTANCE C, WHICH IS THE SETBACK FOR THE DRIVER OF THE VEHICLE ON THE CROSSROAD, SHALL BE A MINIMUM OF 10 FEET PLUS THE SHOULDER WIDTH OF THE MAJOR ROAD, BUT NOT LESS THAN 15 FEET.
8. THE DISTANCE S REPRESENTS THE STOPPING SIGHT DISTANCE MEASURED ALONG THE CENTERLINE OF THE ROAD.
9. POINTS B AND B' ARE LOCATIONS WHERE THE DRIVER OF A VEHICLE, TRAVELING AT A GIVEN SPEED, HAS THE MINIMUM STOPPING SIGHT DISTANCE REQUIRED TO BRING HIS VEHICLE TO A SAFE STOP. ON MULTILANE MAJOR ROADS B IS THE MID-POINT OF THE OUTSIDE TRAVEL LANE AND B' IS THE MID-POINT OF THE INSIDE TRAVEL LANE.
10. THE PARKWAY SIGHT TRIANGLE SHALL BE DEDICATED TO THE CITY AS SIGHT DISTANCE EASEMENT BY THE PROPOSED DEVELOPMENTS.
11. TREES THAT ARE OF THE SIZE AND SPACING THAT WILL NOT CONFLICT WITH THE SIGHT DISTANCE WILL BE ALLOWED ON A CASE BY CASE BASIS.
12. THIS SIGHT DISTANCE DETAIL APPLIES TO INTERSECTIONS WITHOUT TRAFFIC SIGNALS OR WITHOUT FOUR WAY STOP SIGNS. MINIMUM STOPPING DISTANCE PER LATEST VERSION OF HIGHWAY DESIGN MANUAL SHALL ALWAYS BE MET UNDER ANY CONDITION.
13. USE THIS SIGHT DISTANCE STANDARDS ON PUBLIC AND PRIVATE ROADS.
14. LATEST VERSION OF HIGHWAY DESIGN MANUAL SHALL BE USED ON DOWNGRADES STEEPER THAN 3 PERCENT, WHERE THERE ARE HIGH TRUCK VOLUMES ON THE CROSSROAD AND SUBSTANTIALLY SKEWED INTERSECTIONS.
15. UNDER SPECIAL CIRCUMSTANCES WHERE THE GIVEN MINIMUM SIGHT DISTANCE MIGHT NOT BE ACHIEVABLE DUE TO RESTRICTIVE CONDITIONS, MINIMUM STOPPING SIGHT DISTANCE PER THE LATEST VERSION OF HIGHWAY DESIGN MANUAL SHALL BE USED UPON CITY ENGINEERS APPROVAL.

APPROVED:	DATE: 04-02-2014
<i>[Signature]</i>	
P. W. DIRECTOR/CITY ENGINEER	
REVISED	APPROVED

CITY OF ESCONDIDO
 DEPARTMENT OF PUBLIC WORKS

**SIGHT DISTANCE
 DETAIL**

SCALE:	NOT TO SCALE
FIGURE NO.	14