The County of San Diego

Planning Commission Hearing Report

Date:	October 21, 2022	Case/File No.:	PDS2021-SPA-21-002 PDS2021-GPA-21-006 PDS2021-REZ-21-003 PDS2021-ER-21-00-004
Place:	County Operations Center (COC) Hearing Room 5520 Overland Avenue San Diego, CA 92123	Project:	Campo Road Corridor Revitalization Specific Plan
Time:	9:00 a.m.	Location:	District 4, Valle de Oro Community Plan Area
Agenda Item:	#2	General Plan:	General Commercial to Village Core Mixed-Use
Appeal Status:	Not applicable; Approval by the Board of Supervisors	Zoning:	Single Family Residential (RS), General Commercial (C36), and Visitor Serving Commercial (C42) to Specific Plan Area (S88)
Applicant:	County of San Diego	Community:	Valle de Oro
Environmental:	CEQA § 15162 and 15164 Addendum	APNs:	Various

A. OVERVIEW

This is a request for the Planning Commission to evaluate and provide a recommendation to the Board of Supervisors on the proposed Campo Road Corridor Revitalization Specific Plan (Specific Plan). The request includes proposed amendments to the General Plan's Land Use Element and Mobility Element, an amendment to the Valle de Oro Community Plan, and a rezone of properties within the Specific Plan area.

The Specific Plan area is a 60-acre area centered on Campo Road between Rogers Road and Granada Avenue in the Casa de Oro / Mt. Helix neighborhoods within the Valle de Oro Community Planning Area (CPA). This area, identified as the Campo Road Corridor (Corridor), encompasses the main commercial strip and adjacent residential uses located one block north and south of Campo Road.

In 2015, the Casa de Oro Alliance (Alliance), a local coalition of residents, business owners, and property owners with the mission to enrich and beautify the Casa de Oro area, prepared a Conceptual Plan that

identified issues of community concern and a vision for revitalizing the area. After the Alliance provided this Conceptual Plan to the Board of Supervisors (Board), the Board directed Planning & Development Services (PDS) staff to work with the Alliance to develop options to assist in revitalization of the area. PDS Staff returned to the Board and presented options for regulatory updates to help improve the area including design guidelines, form-based zoning, or a General Plan Update/Specific Plan as well as community-based financing mechanisms. At the hearing, the Board directed Staff to pursue potential funding opportunities (i.e., grants) to support the development of the regulatory updates in addition to working with the community stakeholders to continue efforts addressing code compliance in Casa de Oro. In response to Board direction, County Staff applied for a SANDAG Smart Growth Incentive Planning (SGIP) Grant to develop a Specific Plan for the Corridor. The SGIP grant was awarded to the County to support planning activities that would facilitate compact, mixed-use, transit-oriented development and increase housing and transportation choices.

This Specific Plan, developed through a collaborative public outreach process, establishes a long-term vision to enhance the Corridor through updated objective development and design standards, new land uses, and a reconfiguration of Campo Road. It considered information in the Conceptual Plan and gathered through public input. The accompanying goals and strategies are intended to revitalize the area from a "drive-through" corridor to a "drive-to" destination with a sense of place that improves multi-mobility through updated traffic controls, wider sidewalks, on-street parking, and protected Class IV bike lanes, which are physically separated bikeways for the exclusive use of bicycles. The Specific Plan aligns with these smart-growth principles, and includes strategies, goals, and an implementation plan designed to introduce more housing options along Campo Road, to support new and existing businesses in the Corridor, and to improve multimodal access and safety. The Implementation Plan identifies the actions, funding needs, and public-private financing mechanisms to achieve the vision outlined in the Specific Plan.

B. STAFF RECOMMENDATIONS

Staff recommends that the Planning Commission take the following actions:

1. Find that the General Plan Environmental Impact Report (EIR), dated August 3, 2011, on file with Planning & Development Services (PDS) as Environmental Review Number 02-ZA-001, was completed in compliance with the California Environmental Quality Act (CEQA) and the State and County of San Diego (County) CEQA Guidelines and that the Planning Commission has reviewed and considered the information contained therein and the Addendum (PDS2021-ER-21-00-004) thereto dated October 7, 2021, on file with PDS, prior to making its recommendation on the Campo Road Corridor Revitalization Specific Plan (PDS2021-SPA-21-002, PDS2021-GPA-21-006, PDS2021-REZ-21-003).

2. Find that there are no changes in the project or in the circumstances under which the project is undertaken that involve significant new environmental impacts which were not considered in the previously certified EIR dated August 3, 2011; that there is no substantial increase in the severity of previously identified significant effects; and that no new information of substantial importance has become available since the EIR was certified as explained in the Environmental Review Update Checklist (PDS2021-ER-21-00-004) dated October 7, 2021.

3. Recommend that the Board of Supervisors adopt the attached Resolution:

   A Resolution of the San Diego County Board of Supervisors Adopting the Campo Road Corridor Revitalization Specific Plan and General Plan Amendment [SPA-21-002; GPA 21-006].

4. Recommend that the Board of Supervisors adopt the attached Form of Ordinance:

   An Ordinance Changing the Zoning Classification of Certain Property Within the County of San Diego Related to the Campo Road Corridor Revitalization Specific Plan and General Plan Amendment [REZ 21-003].

C. BACKGROUND

The Specific Plan area is a 60-acre area centered on Campo Road between Rogers Road and Granada Avenue in the Casa de Oro / Mt. Helix neighborhoods within the Valle de Oro Community Planning Area (CPA). This area, identified as the "Corridor," encompasses the main commercial strip and adjacent residential uses located one block north and south of Campo Road. Since its construction in the 1920s, Campo Road has served as the primary commercial thoroughfare for the Casa de Oro area. However, when State Route 94 was constructed in the 1970s, investment in the Corridor steadily declined as it allowed drivers to bypass the Corridor from the west to access newer commercial areas to the east, such as Rancho San Diego.

The California Healthy Places Index, which ranks census tracts in terms of healthy community conditions through policy action areas like transportation, housing, and clean environment, identifies most of the Specific Plan area as being in the bottom half of California census tracts. Census tracts to the south and east within the Corridor are also identified as low-income communities under Assembly Bill (AB) 1550, which identifies tracts with median household incomes at or below 80 percent of the statewide median income or with median household incomes at or below the threshold designated as low-income by Housing and Community Development's State Income Limits.

The Corridor is also within an identified "Infill Area", which are locations within the unincorporated area that have higher densities and a greater mix of land uses where neither further Vehicle Miles Traveled (VMT) analysis nor mitigation is required under California Environmental Quality Act (CEQA) review. The Specific Plan, with its updated development standards and streamlined permit processing, will further incentivize future development to locate within this Infill Area.

Today, the Corridor is zoned for general commercial uses and features community-serving retail and dining, a grocery store, professional services, and civic uses including a post office, Sheriff substation, and the County Library's Casa de Oro branch. The Santa Sophia Church and Academy, Spring Valley Academy, Estrella Park, and the planned Casa de Oro County Library and Park, are located immediately to the north of the Specific Plan area.

Campo Road is classified in the Mobility Element as a two-way Boulevard, consisting of two travel lanes in each direction with a reversible turn lane in the middle. Both directions have a five-foot striped bike lane, and six-foot attached sidewalks, reduced to three feet in areas with bus stop benches and fire hydrants. The Corridor currently requires 50-foot front setbacks that contain large surface parking areas

with little to no vegetation. The current road configuration and large front setbacks create an inconsistent and uninviting streetscape for pedestrians and bicyclists.

On September 27, 2017, the Board of Supervisors (Board) directed Planning & Development Services (PDS) staff to work with the Casa De Oro Alliance (Alliance) to develop options to assist in revitalization of the area. PDS in coordination with the Alliance to conduct an initial assessment of the area and community outreach with residents, business and property owners. PDS Staff returned to the Board on January 24, 2018 and presented options for regulatory updates to help improve the area including design guidelines, form-based zoning, or a General Plan Update/Specific Plan as well as community-based financing mechanisms. At the hearing, the Board directed Staff to pursue potential funding opportunities (i.e., grants) to support the development of the regulatory updates in addition to working with the community stakeholders to continue efforts addressing code compliance in Casa de Oro. The Board also provided $30,000 from the District 2 Neighborhood Reinvestment Program to conduct a survey of business and property owners to determine the level of interest in forming a community-based financing mechanism. Staff plan to conduct this survey in Winter 2022/2023.

In response to Board direction, County Staff applied for a SANDAG Smart Growth Incentive Planning (SGIP) Grant to develop a Specific Plan for the Corridor. The SGIP grant was awarded on January 28, 2019 to support planning activities that would facilitate compact, mixed-use, transit-oriented development and increase housing and transportation choices. The Specific Plan aligns with these smart-growth principles, and includes strategies, goals, and an implementation plan designed to introduce more housing options along Campo Road, to support new and existing businesses in the Corridor, and to improve multimodal access and safety.

This Specific Plan proposes development that is equal to, or less impactful than, the land uses analyzed and approved as part of the 2011 General Plan Update Environmental Impact Report (GPU EIR). While the strategies in the Specific Plan propose updates to the development standards and design guidelines that currently exist on Campo Road to create a safer, more walkable “main street,” the Specific Plan does not intensify development past what the GPU EIR analyzed and will create new opportunities for existing businesses to continue to grow and operate with the community.

D. PUBLIC INPUT

The development of the Campo Road Corridor Revitalization Specific Plan (Specific Plan) included a robust public outreach process, actively engaging with the Casa de Oro community and broader stakeholders since 2017. Public engagement was fundamental to the development of the vision, goals, and strategies contained in the Specific Plan. The outreach strategy included multiple webinars, workshops, surveys, public events on Campo Road, individual stakeholder group and communication team meetings, individual interviews, Community Planning Group (CPG) presentations, flyers mailed to over 3,500 property owners and residents and distributed on foot to businesses in the Corridor, and regular updates to the project website. Due to the COVID-19 pandemic, outreach events after March 2020 were mainly conducted remotely through Zoom. The following community outreach events were held during the development of the Specific Plan:

- Fall 2017/Winter 2018 – Valle de Oro CPG Meeting, Spring Valley CPG Meeting, and Public Workshop
- Fall 2019/Winter 2020 – Casa de Oro Fall Festival and Community Visioning Workshop

- Fall 2020 – Guiding Principles Workshop and Visual Preferences/Planning Concepts Workshop
- Fall 2021 – Valle de Oro CPG Meeting, Public Review Public Workshop, CDO Alliance Meeting
- Winter 2022 – Valle de Oro CPG Meeting, CDO Alliance Meeting
- Spring 2022 – Valle de Oro CPG Meeting, CDO Alliance Meeting
- Fall 2022 – Valle de Oro CPG Meeting, Spring Valley CPG Meeting, CDO Alliance Meeting
- Ongoing Monthly Meetings – The County held monthly communication team meetings with members of the community, Valle de Oro CPG, and Alliance to maintain consistency between the drafting of the Specific Plan and community priorities.

Staff categorized feedback received during the 2020 Fall and Winter outreach events into themes, which led to the development of the Specific Plan's stated vision: "Create an attractive, vibrant, and pedestrian-oriented mixed-use district and center of activity in which a historically rich, culturally diverse community can live, work, shop, dine, and socialize. Campo Road should continue to serve as the heart of the Corridor." Five goals were also crafted based on this feedback, which further direct and focus the action-oriented strategies proposed in the Specific Plan:

1. A welcoming place for everyone – *Prioritizes creating a destination for social gathering, wide, accessible sidewalks, bike lanes suitable for all ages and skill levels, and a mixture of complementary businesses and residences.*
2. A connected corridor – *Focuses on multimodal access through the Corridor, connecting Campo Road to the surrounding area through improved pedestrian and bicycle facilities.*
3. A cohesive look and feel of the place – *Ensures that the updated development standards allow for efficient building and site design, placing buildings directly along Campo Road to create a "main street" streetscape and to encourage business investment into Casa de Oro.*
4. A thriving community – *Provides strategies on providing options for a variety of residential choices to support the new and existing businesses along Campo Road.*
5. An accessible and equitable place – *Emphasizes the utilization of the outside travel lanes for on-street parking, expanded bus pull-out areas, protected Class IV bike lanes, and wider sidewalks to allow the appropriate space for Americans with Disabilities (ADA) compliant curb ramps at intersections to improve accessibility within the Corridor for all*.

The draft Specific Plan and corresponding environmental documents were made available for a 45-day Public Review between October 7 to November 22, 2021. During Public Review, stakeholders submitted 32 comment letters and over 250 individual comments related to land use, traffic, transportation options, and implementation. Staff reviewed the comments and used the input to produce the Draft Pre-Final Specific Plan. Additional revisions were made in response to comments received in April 2022 and another revised version of the document was provided to the community later in August 2022.

E. COMMUNITY PLANNING GROUP (CPG)

Although the Campo Road Corridor Revitalization Specific Plan (Specific Plan) area is located entirely within the Valle de Oro Community Planning Area, Staff offered to present information on the Specific Plan to both the Valle de Oro CPG and the Spring Valley CPGs. Staff met with the Valle de Oro CPG six times during the development of the Specific Plan, (11/7/17, 1/2/18, 11/2/21), and again following Public Review (4/5/22, 8/2/22, 9/13/22), to provide an overview of the revisions included in the Draft Final and Pre-Final Plan. The Valle de Oro CPG voted eleven in favor and zero against, with four absences to recommend approval of the Specific Plan.

The Spring Valley CPG declined two initial offers for staff presentations on the project (11/23/21, 3/22/22), but met with Staff for a presentation of the contents of the Specific Plan in September (9/27/22).

F. ANALYSIS AND DISCUSSION

A specific plan provides a focused vision for a defined geographic area that is consistent with all applicable plans, including the County's General Plan, the Community Plan for the area, as well as local and regional transportation plans. It also implements policies in those plans through establishing design standards and development strategies. It establishes custom zoning for an area in line with the priorities and goals of the affected residents, business owners, and stakeholders.

The vision, goals, and strategies of the Campo Road Corridor Revitalization Specific Plan (Specific Plan) were developed in coordination with the community to meet community needs while also aligning with local and regional policies and planning efforts. The strategies contained in the Specific Plan can be categorized as either 1) Building Use and Design Strategies or 2) Multimodal Safety Strategies.

While the Campo Road Commercial Corridor (Corridor) is not identified as an Environmental Justice Community, the strategies in the Specific Plan still strive to address the goals of the County in terms of Environmental Justice, including promoting the equitable location of public improvements, public services and community amenities within the Corridor, increasing physical activity resources such as accessible sidewalks and protected bike lanes, and including multimodal land use design that help reduce Vehicle Miles Traveled (VMT).

Building Use and Design Strategies

Updated Land Uses and New Development Standards

The properties within the Specific Plan are currently zoned General Commercial (C36), except for two parcels zoned Visitor Serving Commercial (C42) and one parcel zoned Single-Family Residential (RS). The adoption of the Specific Plan will rezone all properties within the Corridor as "Specific Plan Area (S88)." Table 1 below lists how residential and commercial uses are currently permitted within these zone districts, and what would be allowed by the Specific Plan. Additional discussion of the proposed S88 zone district can be found below.

Table 1: Existing and Proposed Zone District Comparison

	Existing			Proposed
Zone District	C36	C42	RS	Specific Plan Area (S88)
Acres	40.6	1.9	0.15	60.1
Residential Uses	Allowed as a secondary use up to 50% of the primary commercial use's area	Allowed as a secondary use up to 50% of the primary commercial use's area	Single-Family Residential	Allowed as a primary use along with mixed-use with commercial uses
Commercial Uses	Allowed	Allowed	Not Allowed	Allowed as a primary use along with mixed-use with residential units

Housing and Mixed-Use Development

Except for a few clusters of multi-family housing located in the vicinity of Campo Road, most of the housing in the Valle de Oro Community Planning Area is single-family. Staff received comments from the public expressing their want for more housing options to be provided in Casa de Oro. Providing new moderate density and mixed-use housing opportunities helps to meet County housing needs for a variety of income levels. Current zoning only allows for two-story vertical mixed-use structures with ground-floor commercial and residential units above, which limits the type, affordability, and development feasibility of housing along the Corridor.

The Specific Plan area is subject to Senate Bill 35 (SB 35), which allows the County to streamline review and approval of eligible affordable housing projects through a ministerial approval process, exempting such projects from environmental review under the California Environmental Quality Act ("CEQA"). The County can only review the project against applicable zoning and objective standards in effect. The Specific Plan establishes these objective design standards, which will implement the community's vision for the area while also encouraging private investment in new affordable housing in the area through expedited development review.

Building Setbacks

Current C36 standards include large, 50-foot minimum front setbacks. This creates expansive off-street parking in front of businesses, significantly reducing the amount of usable space for buildings on each lot and discouraging pedestrian traffic along Campo Road and between individual commercial lots. Throughout the outreach process, Staff received comments about the need for an active streetscape to create a corridor that is more pedestrian friendly to help revitalize the area. The Specific Plan proposes a 12-foot maximum front setback that requires structures to be built closer to Campo Road, with parking in the rear of buildings. This change will create a pedestrian-friendly "Main Street" development pattern with consistent store frontages but also the flexibility to create variety and visual interest in the buildings' facades, entrances, projections, and outdoor eating/display areas. Additionally, adjacent properties along the two parallel routes to Campo Road, San Juan Street to the north and Kenora Drive to the south, currently face the backside of the retail centers along Campo Road and do not feature any pedestrian facilities. The Specific Plan proposes additional setbacks from these two routes to allow for the installation of sidewalks, lighting, and screening from moving vehicles, in this future.

Building Height

The current C36 zoning limits the maximum height of structures to 35 feet and a maximum of two stories. The Specific Plan proposes to allow up to 62 feet in height and four stories near the center of the Corridor, and up to 48 feet and three stories near each end of the Corridor. Comments expressed by the public spoke to the area's need to have a sense of place, creating a unique destination in the area, which is supported by a mixture of uses. Having taller buildings within the Corridor will allow a diversity of commercial uses along with providing additional housing options in Casa de Oro. The General Plan Housing Element identifies building height restrictions as a barrier to achieving the County's planned densities. Proposed objective development standards will focus heights of the buildings closer to Campo Road through floor area ratio requirements and reduced setback requirements, and would make redevelopment more economically viable by accommodating different building types that could be

constructed. It would also create a well-designed, walkable streetscape that would facilitate the Corridor's development buildout envisioned in the County's General Plan's Environmental Impact Report (EIR).

Parking Standards

A Traffic Analysis and Parking Assessment was conducted for the Specific Plan in 2019, prior to the COVID-19 Pandemic. The Parking Assessment revealed a pre-pandemic underutilization of existing parking spaces, with a little less than half (about 46%, or 793 of the total 1,786) of the off-street parking spaces being used during the busiest hour (2 PM). Comments received through public review of the Specific Plan

Based on this data, the Specific Plan provides strategies that will support both individual and cumulative parking requirement reductions while balancing the area's parking needs and the providing for pedestrian and cyclist facilities that will help to encourage alternative modes of transit throughout the corridor. These reductions are intended to address and reduce site constraints for existing businesses, new commercial uses, and changes of uses, particularly for small lots. The Specific Plan also introduces approximately 150 new on-street parking spaces, which can contribute to off-street parking minimum requirements for commercial developments. These new parking spaces are proposed to utilize the existing outside travel lane space, to be provided in a head-out angled orientation, and to act as a physical barrier for the proposed Class IV bike lanes. In addition to protecting the bike lanes to be more welcoming for cyclists of all ages and skill levels, head-out angled parking has been shown to be a safer parking orientation for all users of Campo Road than traditional head-in angled parking and parallel parking spaces. Backing into these spaces use similar automobile movement as parking parallel to curbs, leaving these spaces emulate turning right onto a street to merge forward with traffic instead of backing out against traffic, and all these parking movements never require automobiles to enter the bike lane.

Community Space Program

The Community Space Program included in the Specific Plan offers incentives for the creation of usable community space and mixed-use projects to initiate the new main street development pattern and catalyze further development. The incentives allow an additional floor of building height (up to 10 additional feet and 1 additional story) and additional developable floor area for developments that provide any of the following types of public amenities along Campo Road:

- A public plaza, park, green or square designed per the Design Guidelines in the Specific Plan
- A pedestrian-accessible paseo that connects streets located north or south of Campo Road
- Funding the design or construction of additional streetscape improvements past what is typically required

The first mixed-use redevelopment project will also be eligible for this program, even if does not include any of the features above.

<u>Multi-Modal Strategies</u>

Campo Road Reconfiguration

One of the most prominent features of the Specific Plan is the reconfiguration of Campo Road from an auto-centric "drive through" corridor to a multimodal "drive to" destination. The strategies in the Specific

Plan create the opportunity for a variety of options to travel to and within the Corridor, via cycling, walking, and driving, and promotes a diversity of building types and uses, allowing for both residential and commercial uses within the same structure. Under the Specific Plan reconfiguration design, Campo Road will continue to provide sufficient traffic capacity while prioritizing safety, connectivity, universal access and placemaking opportunities. The reconfiguration aligns with the Board's Complete Streets Policy (J-38), which requires consideration of persons of all abilities and using all modes of transportation for a roadway project. This applies to public access to streets for cyclists, pedestrians, and other forms of mobility. The reconfiguration also addresses the public feedback received throughout the development of the Specific Plan and meets the objectives of the SANDAG Smart Growth Incentive Planning (SGIP) Grant, facilitating compact, mixed-use, transit-oriented development while increasing housing and transportation choices.

The reconfiguration proposes reducing the number of travel lanes on Campo Road between Conrad Drive and Granada Avenue from four to two. A reduction in lanes, such as what is proposed, is commonly referred to as a "road diet." Road diets can provide numerous benefits, such as improving safety by slowing down through traffic, providing more space for bicycle and pedestrian facilities, and improving the pedestrian experience in an area because narrower streets feel easier to navigate. The traffic assessments and forecasts analyzed as part of the 2019 traffic study indicate that two lanes are adequate to accommodate existing and proposed trips at project buildout while maintaining travel time for vehicles from one end of the Corridor to the other. Campo Road west of Conrad Drive will remain as four lanes since the two signals at Conrad Drive and Kenwood Drive function together, and turn movements and volumes are best accommodated through traffic signals.

The roadway between Conrad Drive and Granada Avenue currently utilizes only 76 feet of the 100-foot public right-of-way. The Specific Plan proposes the use of the entire 100 feet to provide one lane in each direction, intermittent rolled curb medians, angled parking, Class IV bike lanes, and wider sidewalks. The reconfiguration will also allow for on-street parking and pedestrian bump-outs at corners, which shorten pedestrian crossing distances and add room for street trees and landscaping. The goal of these features is to: improve pedestrian and bicyclist safety through lowered vehicle speeds, reduced conflict points and accidents, and safer sidewalks and bike lanes for users of all abilities. Making walking and biking more accessible can help reduce vehicle miles travelled in personal vehicles as well.

Intersection Design

The Specific Plan incorporates strategies to achieve multi-modal safety while maintaining consistent traffic operations on Campo Road, including proposing four new roundabouts at the intersections of Bonita Street, Barcelona Street, Granada Avenue, and a newly proposed internal circulation route between Conrad Drive and Bonita Street, and two modified left turn intersections at Cordoba Avenue and a second proposed internal circulation route between Conrad and Bonita.

There are several benefits to using roundabouts in the reconfiguration of Campo Road including a smoother flow of traffic as well as reductions in conflicts, speed, and noise level. Even though the road diet will reduce vehicle speeds, roundabouts will allow traffic to continuously flow and will not extend the overall travel time it takes to get through the corridor in a personal vehicle. The Specific Plan's proposal for mountable curbs on the center median and roundabouts also allow emergency vehicles to utilize additional space in the road, not impacting public safety response through the Corridor. Traffic accident data shows 98 collisions on Campo Road in only the last five years, including two resulting in severe

injury and 38 collisions resulting in minor injury and/or pain. The combination of roundabouts, single-lane roadways, and vehicle speeds under 25 mph all have lower incidents of accidents, collisions, pedestrian and cyclist injury, and fatalities. Roundabouts allow for safe U-turn movements to access spaces on the opposite side of the street and eliminate left-turn movements in front of oncoming vehicles, improving driver safety.

Modified left turn intersections have many of the same safety features as roundabouts. These intersections provide a protected lane within the median space for drivers to turn left onto cross streets while allowing traffic in the main travel lane to continue through. Drivers traveling from the cross streets will not have the option of driving straight across or turning left onto Campo Road. This type of intersection offers an opportunity for mid-block crosswalks, and more flexible routes for pedestrians through the Corridor. Having both roundabouts and modified left turn intersections along Campo Road will provide the consistent flow of traffic through the Corridor while also allowing the flexibility to easily travel to all areas in and around the Specific Plan area by a variety of transportation modes.

Safer and Maintained Traffic Flow Through Campo Road

The Specific Plan combines the benefits and safety outcomes of the roadway reconfiguration and intersection design strategies such as shorter crosswalks for pedestrians, improved visibility and protection for cyclists, and slower, safer driving conditions for drivers to improve safety within the Corridor and to maintain similar traffic operations on Campo Road to what exists today.

The County's General Plan Policy M-2.1 includes standards for acceptable levels of service (LOS) and uses LOS to require certain roadway/intersection improvements. LOS measures the subjective experience of the driver in traffic. LOS A is free-flow traffic with virtually no impact to drivers from other vehicles on the road, and LOS F is heavy traffic congestion with stop-and-go waves, poor travel times and low comfort and convenience.

Senate Bill 743 identifies traffic impacts for CEQA to be assessed by Vehicle Miles Traveled (VMT) to evaluate a project's transportation related environmental impacts, replacing LOS. While the metric of LOS is no longer used to determine significant impacts for CEQA environmental review, LOS is a metric that can be used to evaluate roadway network/intersection operational efficiency. The Specific Plan area is located within an identified VMT "Infill Area", which are locations within the unincorporated area that have higher densities and a greater mix of land uses where no VMT analysis or VMT mitigation would be required, being considered to have a less than significant impact for VMT.

A traffic analysis was conducted in 2021 evaluating traffic flow along Campo Road under three scenarios: existing conditions, planned conditions under the General Plan's buildout, and Specific Plan conditions after implementation. Existing conditions along Campo Road show two intersections (Granada Avenue and Cordoba Avenue) that currently operate at unacceptable LOS. The findings of the traffic analysis based on the conceptual design of Campo Road proposed in the Specific Plan show an improvement of Granada Avenue and Cordoba Avenue to acceptable LOS, while two other existing intersections (Bonita Street and Barcelona Street) are projected to not achieve an acceptable LOS after implementation. The design of any intersection changes would have to improve LOS to acceptable levels, through such features as including traffic signals.

The inclusion of traffic signals at these two intersections would reduce the positive safety impacts for all users of Campo Road, widening the street to allow for dedicated left turn lanes, creating additional stop-and-go traffic by waiting at traffic lights, and extending the distance for pedestrians to cross streets. Roundabouts facilitate both U-turns and left turns without the addition of a dedicated turn lane, keeping the street narrower and decreasing crosswalk distance. U-turn movements would not be possible even with signalized intersections. Traffic through roundabouts consistently flows at slower speeds as opposed to stop-and-go traffic at traffic signals. According to the California Environmental Protection Agency's policy brief "Impacts of Traffic Operations Strategies on Passenger Vehicle Use and Greenhouse Gas Emissions" stop-and-go traffic "generates excessive greenhouse gas emissions relative to smooth traffic flow." This constant traffic flow also reduces the severity of automobile accidents and conflict points between drivers, pedestrians, and cyclists.

Additionally, the proposed angled, head-out on-street parking spaces near signalized intersections would not be able to be provided as dedicated turn lanes do not just require more space at the intersection, but also requires an additional lane for a turning car's approach to the signalized intersection. These on-street parking spaces serve as the barrier for the Class IV bike lanes, and their removal would require the travel lane to be adjacent to the bike lane for segments around signalized intersections.

The traffic analysis ultimately recommends that final traffic control at these intersections be determined during a later phase of implementation, and the intersection would then be designed to meet the County's standards. Other trends such as telecommuting and other transportation infrastructure factors can be considered, and a more recent traffic forecast during the final design phase of construction can be used to determine the appropriate traffic control at that time. The full traffic analysis can be found in Attachment H.

Public Review Outcomes

During and after Public Review, comments were provided regarding the updated development standards, road safety, and Campo Road's proposed reconfiguration. Staff reviewed all the comments received, and the following is an overview of the more substantial revisions that were incorporated into the Specific Plan. Supporting information and consideration for revisions made to the Draft Specific Plan based on stakeholder feedback can be found in Attachment F.

Bike Lanes

Staff received comments that residents wanted a safe corridor for walking, biking, and driving, and better connections between businesses and that painted bike lanes, even with additional width, are not accessible by users of all ages and all skills, as they are directly next to moving traffic. In response, the Specific Plan reconfiguration of Campo Road includes physically protected bike lanes, located between on-street parking and the sidewalk to make the Corridor even more accessible and equitable to everyone. This style of bike lane aligns with the recommendation of the County's Active Transportation Plan and garnered the support of local bicycle advocacy groups such as Circulate SD and the San Diego County Bike Coalition.

Center Median Treatments and Emergency Access

Staff worked with local fire and law enforcement to design 7-foot-wide intermittent medians that would prevent dangerous driving maneuvers, minimize the maintenance needed for emergency vehicle use, and feature painted sections allowing space for fire and law enforcement to respond to community calls and not disrupt the flow of traffic. Emergency response agencies including the San Miguel Fire Protection District and the San Diego Sheriff's Department did not anticipate reductions in response times due to these proposed improvements and access to alternative routes.

Exterior Remodeling of Existing Structures

The Public Review Draft of the Specific Plan proposed requiring a Site Plan process for all exterior building modifications regardless of scope to attain the streetscape concept laid out in the Specific Plan in a shorter timeframe. Comments were received regarding the potential future deterioration of existing structures due to businesses not wanting to go through a Site Plan process for needed exterior modifications or repairs. The Site Plan process is an in-depth review of proposed development projects to ensure that the requirements of the Zoning Ordinance are being followed. The Specific Plan has been revised to allow for existing businesses in the Corridor to be able to repair and remodel their structures without having to go through a Site Plan approval process, which is consistent with the standards set in the Zoning Ordinance and will reduce processing time and project costs for these types of improvements to existing structures within the Specific Plan area.

Community Member Request to Add Mini-Warehousing as an Allowed Use

After the release of the draft Specific Plan and the conclusion of Public Review, a request was received to consider mini-warehousing as an allowed use on an individual parcel within the Specific Plan area. The request was received from the current lessee of the subject parcel. Staff met with the lessee, to provide an overview of the Specific Plan and to better understand their request. The lessee clarified that it was their intention to open pickleball courts but that they would like to have the mini-warehouse use as an alternative for a future self-storage business. The Specific Plan would allow for a recreational use like pickleball, but as proposed, the Specific Plan would not allow for a proposed mini-warehouse use in the future. Staff recommended that the lessee engage with the community to receive feedback about including this use in the Specific Plan. The Casa de Oro Alliance and the Valle de Oro CPG heard presentations at their monthly meetings in September 2022 and voted to support the pickleball use, and chose to not oppose, rather than support, the addition of mini-warehousing uses into the Specific Plan.

The development of the Specific Plan included a robust public outreach process, actively engaging with the Casa de Oro community and broader stakeholders since 2017. Public engagement was fundamental to the development of the vision, goals, and strategies contained in the Specific Plan. This engagement included multiple webinars, workshops, surveys, public events on Campo Road, individual stakeholder group and communication team meetings, individual interviews, Community Planning Group presentations, flyers mailed to over 3,500 property owners and residents and distributed on foot to businesses in the Corridor, and regular updates to the project website. This input from outreach efforts was crucial to the development of the vision and goals in the Specific Plan.

Staff recommends that mini-warehousing uses not be added as an allowed use on any parcel in the Specific Plan area, due to this its inconsistency with the community identified vision and goals in creating a vibrant and pedestrian-oriented center of activity that is a drive to versus drive through community.

San Juan Street and Kenora Drive

San Juan Street is a parallel street north of Campo Road and is a partially county-maintained road with an approximate 775- foot private segment between Conrad Drive and Bonita Street not maintained by the County. Kenora Drive is a 20-foot wide partially county-maintained alley to the south of Campo Road between Bonita Street and Kenwood Drive. Staff received comments regarding the inclusion of San Juan Street and Kenora Drive in consideration of the specific plan and ways that these two routes may be improved and maintained along with the proposed Campo Road reconfiguration. In response to these comments, a new strategy was added called “Cross Streets, Parallel Streets, and Alleys,” which outlines the current conditions of these routes, highlighting how their inclusion in future grant opportunities can support the overall implementation of the Specific Plan’s vision.

Open Drainage Channels

As part of the public review process, comments were received regarding existing conditions of the open drainage channels in the Corridor, specifically along Kenwood Dr and in the block between Bonita Street and Barcelona Street, south of Campo Road. The community requested that the County, as part of the Specific Plan process, look into what could be done to study and improve this key piece of infrastructure. In collaboration with Alliance and the Department of Public Works (DPW), actions have been integrated that will assist into addressing improvements to the drainage infrastructure. The Specific Plan includes an implementation action to conduct a new drainage study for the area to analyze and propose drainage improvements in the area. This updated study can consider community resiliency, water quality events, post-fire debris flow, equity, and climate change. This study would also provide an opportunity to develop a cost estimate for improvements to better inform future actions to address these drainage channels.

<u>Specific Plan Consistency with County and Regional Planning Efforts</u>

County of San Diego General Plan and Valle de Oro Community Plan

The Specific Plan aligns with the County of San Diego General Plan and assists the County in achieving the goal of concentrating new housing and commercial growth in areas with high access to public transit, services, and amenities. The Corridor is identified as a Village in the General Plan, and the Specific Plan also implements policy M-4.1, which encourages walkable, multimodal roads in Villages and compact residential areas. The overall vision of the Corridor as a vibrant commercial area containing high-quality, attractive residential uses is also consistent with the Valle De Oro Community Plan which recommends requiring neighborhood clustered shopping areas to provide pedestrian orientation and meet strict design controls.

County of San Diego Active Transportation Plan and Climate Action Plan

The County's Active Transportation Plan (ATP) designates Campo Road as a General Plan Mobility Element roadway. The Specific Plan includes the Class IV cycle track which aligns with the

recommendation of the ATP. The Specific Plan also addresses the Climate Action Plan's (CAP) Measure T-2.1 of improving roadway segments as multimodal, and Measure T-2.4 by proposing reduced and shared parking requirements for new non-residential developments.

San Diego Forward: The Regional Plan and Regional Transportation Plan

San Diego Forward: The Regional Plan provides guidance for future development within the San Diego region, and includes the 5 Big Moves: Complete Corridors, Transit Leap, Mobility Hubs, Flexible Fleets, and Next OS. SANDAG's Regional Transportation Plan (RTP) provides a growth forecast for the San Diego region and aims to achieve a transportation system that enhances the quality of life and meets the region's mobility needs now and in the future. The type of development and transportation systems envisioned in the Specific Plan align with both plans.

Implementation Plan

Adoption of this Specific Plan puts the Corridor, local community organizations, and the County in a better position to apply for and obtain grant funding for the improvements identified in the Plan. The Specific Plan lays the groundwork for community leadership and partnership in implementing the strategies, goals, and vision for the future development of the Corridor through a comprehensive long-term implementation plan. The implementation steps included in the Specific Plan can be categorized as either Funding and Management Mechanism Actions or Campo Road Reconfiguration Actions and are divided into short, mid, and long-term strategies.

The Specific Plan recommends the creation of one or more professionally managed districts such as a Business Improvement District (BID), a Community Facilities District (CFD), and/or an Enhanced Infrastructure Finance District (EIFD) to provide a mechanism to coordinate, develop, and maintain improvements and services or for the financing of public facilities and services. The Board provided $30,000 in one-time-only funding to conduct a survey of businesses and property owners to identify the interest level in forming a BID, CFD, EIFD, or other funding mechanism, the potential geographic boundaries of a district, and the communities' funding priorities. The boundaries of a future district would not be constrained to the Specific Plan area, and could be enlarged to include additional area, for example San Juan Street or Kenora Drive. This survey will commence after adoption of the Specific Plan and the results of the survey will inform the type of district or funding mechanism that is formed, the district formation costs, and service or funding priorities. The Planning Commission can recommend that the Board provide direction to pursue funding opportunities or allocate funding towards the formation of a district following the conclusion of the business and property owner survey. A list of these funding and management mechanisms, along with their estimated formation cost and timeframes are included in Attachment G.

The Specific Plan includes the conceptual design for the reconfiguration of Campo Road and a planning level estimate of cost to implement the proposed improvements in their ultimate form. Following adoption of the Specific Plan, the next steps to implement it would include preliminary engineering and design, final design, and construction of the road. Potential funding sources for these steps include but are not limited to active transportation program grants, TransNet Program grants, Community Improvement Programs, and the County's General Fund. The Planning Commission can recommend that the Board provide direction to pursue funding opportunities or allocate funding to complete the preliminary engineering and design, and/or construction of the road reconfiguration.

The Department of Public Works (DPW) Capital Improvement Program identifies improvements to roads and other County owned and operated facilities and the Capital Improvement Plan (CIP) includes a list of anticipated infrastructure projects over the next five years. The Campo Road Reconfiguration Project is not currently included in the Five-Year CIP for Fiscal Years 2021/22 to 2025/2026. These actions would prioritize the identification of funding for the design and construction of the proposed reconfiguration. A list of these actions, along with their estimated formation cost and timeframes are included in Attachment G.

California Environmental Quality Act (CEQA)

This project has been reviewed for compliance with CEQA, and the proposed actions meet the requirements for an Addendum to the County of San Diego's General Plan Update Environmental Impact Report (GPU EIR) under CEQA pursuant to Sections 15162 through 15164 of the CEQA Guidelines (Attachment C). The County's GPU EIR Number 02-ZA-00, State Clearing House Number 2002111067, was certified by the Board of Supervisors on August 3, 2011. The GPU EIR evaluated potentially significant effects for the seventeen environmental subject areas. It was determined that only two of the seventeen environmental subject areas would not involve potentially significant impacts. Eleven environmental issues evaluated included impacts that would be significant and unavoidable. And four environmental subject areas included mitigation measures for which all impacts would be mitigated below a level of significance. For those areas in which environmental impacts will remain significant and unavoidable, even with the implementation of mitigation measures, overriding considerations exist, making the impacts acceptable. The GPU EIR is on file with the County of San Diego, PDS.

Upon completing the Environmental Review Update Checklist (PDS2021-ER-21-00-004), dated October 7, 2021, it was determined that the Campo Road Corridor Revitalization Specific Plan would not involve substantial changes in the magnitude of impacts identified in the GPU EIR. The modifications are consistent with those analyzed in the GPU EIR, resulting in impacts consistent with those analyzed in the GPU EIR. Therefore, the changes to the development standards in the Casa de Oro Specific Plan area do not constitute substantial changes to the General Plan that would require major revisions to the prior EIR and would not cause substantial changes in the circumstances under which development in this area would be undertaken because there are no new significant environmental impacts or substantial increase in severity of previously identified impacts.

Report Prepared By:	*Report Approved By:*
Mike Madrid, Project Manager	Dahvia Lynch, Director
619-964-6918	858-694-2962
michael.madrid@sdcounty.ca.gov	dahvia.lynch@sdcounty.ca.gov

AUTHORIZED REPRESENTATIVE: _____

DAHVIA LYNCH, DIRECTOR

ATTACHMENTS:

Attachment A	A Resolution of the San Diego County Board of Supervisors Adopting the Campo Road Corridor Revitalization Specific Plan and General Plan Amendment [SPA-21-002; GPA 21-006]
Attachment B	An Ordinance Changing the Zoning Classification of Certain Property Within the County of San Diego Related to the Campo Road Corridor Revitalization Specific Plan and General Plan Amendment [REZ 21-003]
Attachment C	CEQA Addendum and Environmental Review Checklist
Attachment D	Draft Campo Road Corridor Revitalization Specific Plan
Attachment E	Public Review and Comment Letters
Attachment F	Public Comment Revisions and Outcomes
Attachment G	Implementation Plan Action Tables
Attachment H	Traffic Analysis and Parking Assessment

Attachment A – A Resolution of the San Diego County Board of Supervisors Adopting the Campo Road Corridor Revitalization Specific Plan and General Plan Amendment [SPA 21-002; GPA 21-006]

Resolution No.: _____
Meeting Date: _____

A RESOLUTION OF THE SAN DIEGO COUNTY BOARD OF SUPERVISORS ADOPTING THE CAMPO ROAD CORRIDOR REVITALIZATION SPECIFIC PLAN AND GENERAL PLAN AMENDMENT; SPA 21-002, AND GPA 21-006

WHEREAS, pursuant to Government Code Sections 65450 and 65350 et seq., SPA 21-002 and GPA 12-006 have been prepared, being the first amendment to the Land Use Element and the first amendment to the Mobility Element of the County General Plan, in the Calendar Year 2022; and

WHEREAS, SPA 21-002 and GPA 12-006 have been filed by the County of San Diego consisting of a specific plan, an amendment to the Land Use Element, the Mobility Element, and the Valle de Oro Community Plan; and

WHEREAS, pursuant to Government Code Sections 65853 et seq., associated zoning reclassifications have been prepared together with SPA 21-002 and GPA 21-006; and

WHEREAS, on April 22, 2022, the Planning Commission, pursuant to Government Code Sections 65351 and 65353 held a duly advertised public hearing on SPA 21-002 and GPA 21-006; and

WHEREAS, the Planning Commission has made its detailed recommendations concerning the above item; and

WHEREAS, on June 15, 2022, the Board of Supervisors, pursuant to Government Code Section 65355 held a duly advertised public hearing on SPA 21-002 GPA 21-006; and

WHEREAS, on June 15, 2022, the Board of Supervisors has made findings pursuant to Attachment C, CEQA Documentation, of the Board of Supervisors Planning Report for the project.

NOW THEREFORE BE IT RESOLVED that the Board of Supervisors takes the following actions:

1. Approve SPA 21-002 and GPA 21-006, which consists of a specific plan and an amendment to the Land Use Element, including the Land Use Map, as shown in Exhibits A & B of the Resolution, an amendment to the Mobility Element as shown in Exhibit C of the Resolution, and an amendment to the Valle de Oro Community Plan, as shown in Exhibits D & E of the Resolution.

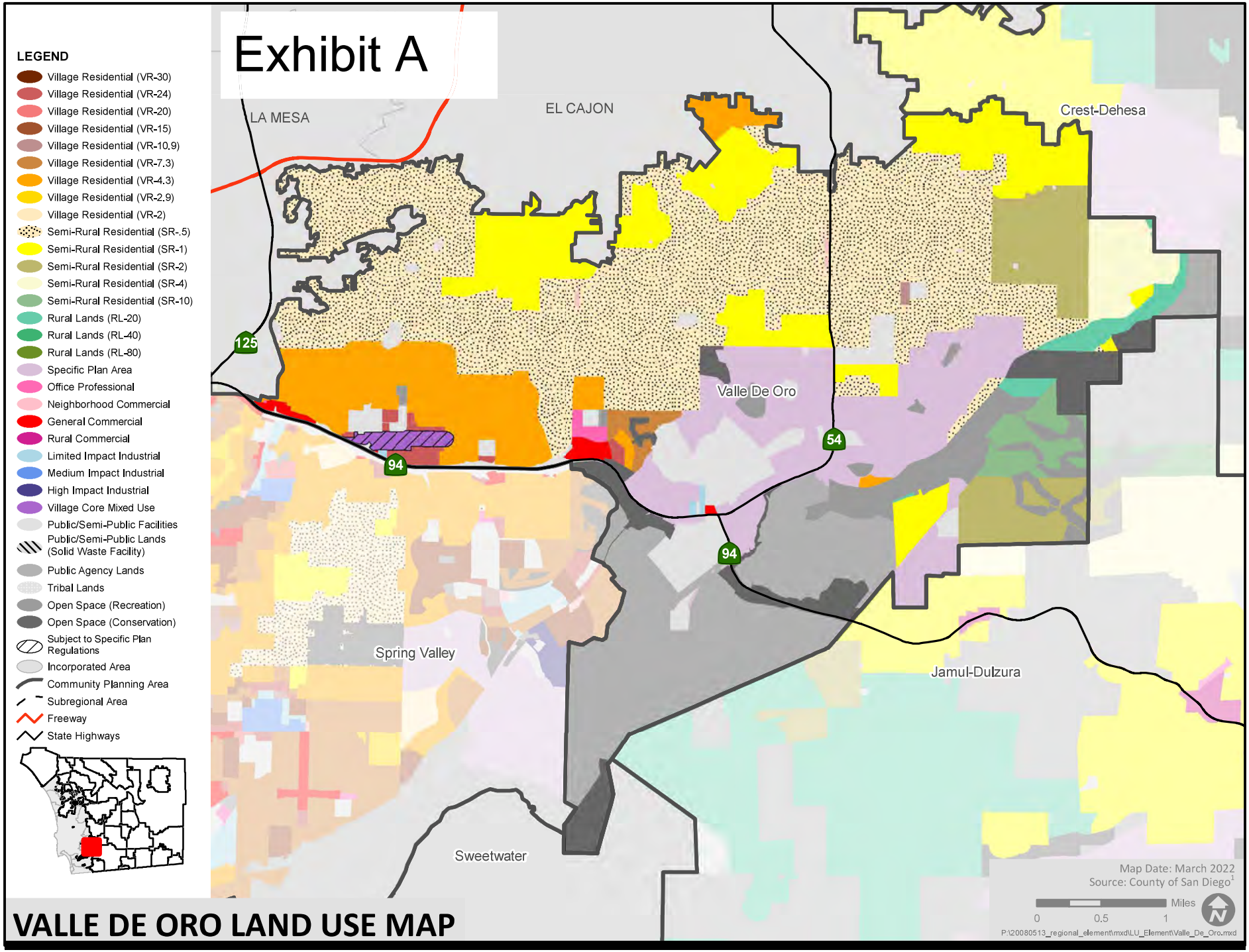
BE IT FURTHER RESOLVED that the amended documents shall be endorsed in the manner provided by the Board of Supervisors.

BE IT FURTHER RESOLVED that this Resolution shall take effect and be in force from and after 30 days after its adoption.

Approved as to Form and Legality

County Counsel

By: _____
Randall Sjoblom, Senior Deputy

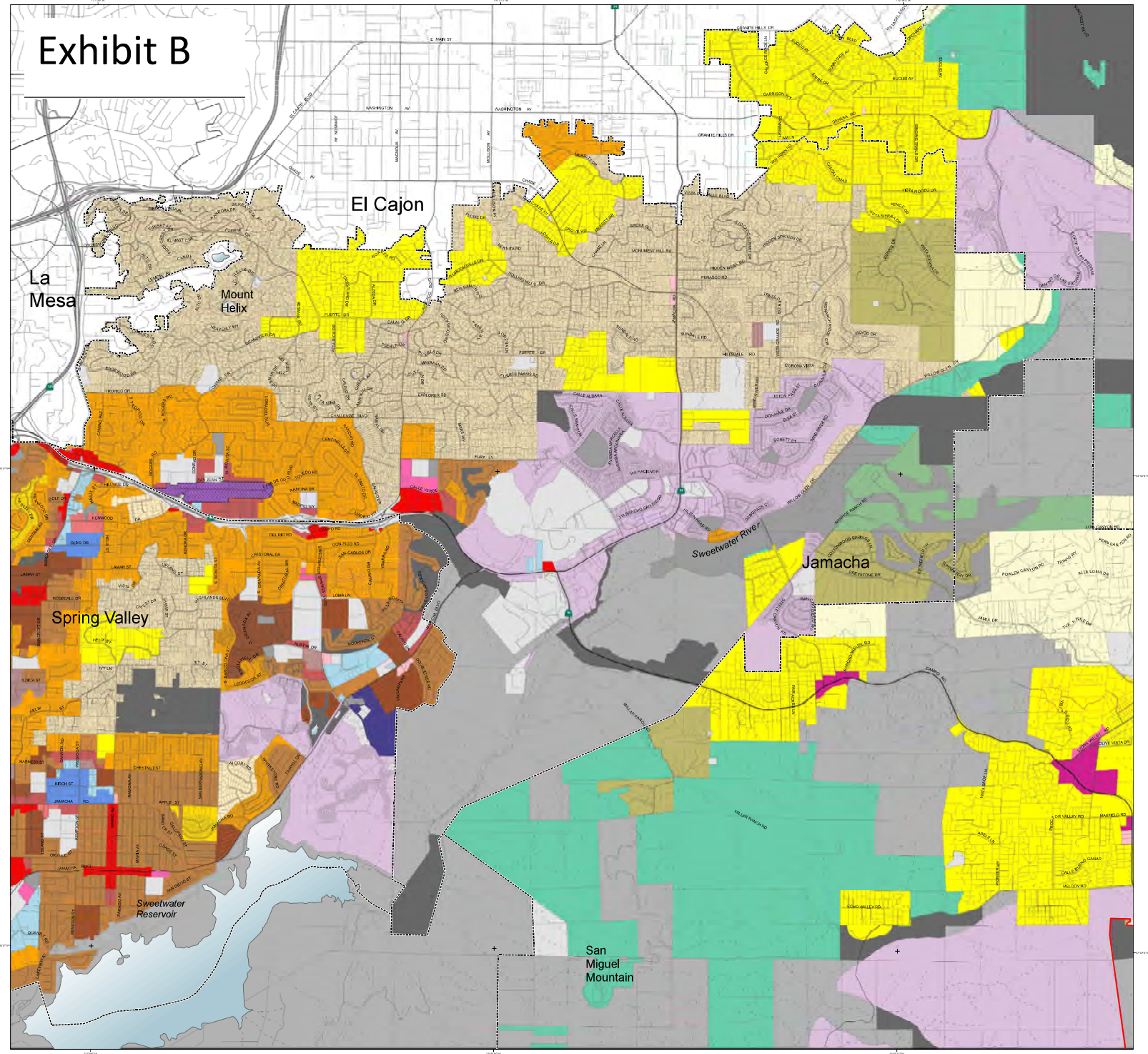


VALLE DE ORO LAND USE MAP

San Diego County General Plan

Figure LU-A-22

Exhibit B



Valle De Oro

Community Planning Area

General Plan Land Use Designations[1,2]

- Village Residential (VR-30)
- Village Residential (VR-24)
- Village Residential (VR-20)
- Village Residential (VR-15)
- Village Residential (VR-10.9)
- Village Residential (VR-7.3)
- Village Residential (VR-4.3)
- Village Residential (VR-2.9)
- Village Residential (VR-2)
- Semi-Rural Residential (SR-.5)
- Semi-Rural Residential (SR-1)
- Semi-Rural Residential (SR-2)
- Semi-Rural Residential (SR-4)
- Semi-Rural Residential (SR-10)
- Rural Lands (RL-20)
- Rural Lands (RL-40)
- Rural Lands (RL-80)
- Specific Plan Area[4]
- Office Professional[3]
- Neighborhood Commercial[3]
- General Commercial[3]
- Rural Commercial[3]
- Limited Impact Industrial[3]
- Medium Impact Industrial[3]
- High Impact Industrial[3]
- Village Core Mixed Use
- Public/Semi-Public Facilities[3]
- Public/Semi-Public Lands (Solid Waste Facility)
- Public Agency Lands
- Tribal Lands
- Open Space (Recreation)
- Open Space (Conservation)
- Subject to Specific Plan Regulations[4]
- County Water Authority Boundary
- Planning Area Boundary

NOTES:

1: The type and intensity of development depicted on the map must be implemented in accordance with General Plan goals and policies and other County regulations which may further affect the type and intensity of use.

2: Land Use Element, Table LU-1 indicates the applicable Regional Category for each designation.

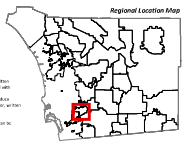
3: Maximum development intensity for non-residential designations is provided in Land Use Element, Table LU-1.

4: Refer to Community Plan for general land uses and intensities allowed in Specific Plan area (SPA).

Map Prepared By:

LUEG GIS

Regional Location Map



Source: County of San Diego, SanGIS, SANDAG

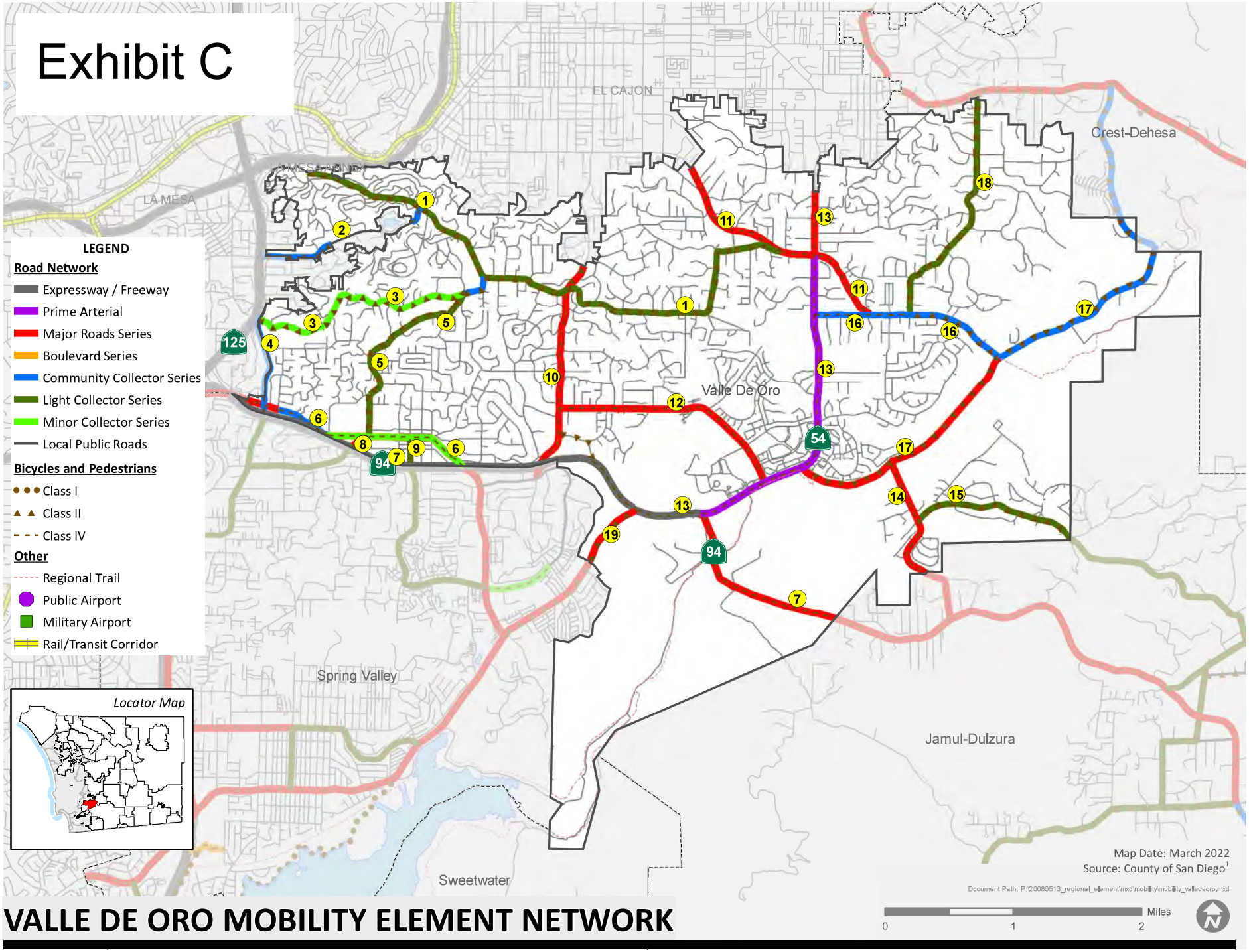
Document Path: S:\land_use\gupdate_maps\official_maps\valle_general_plan_plate.mxd

20

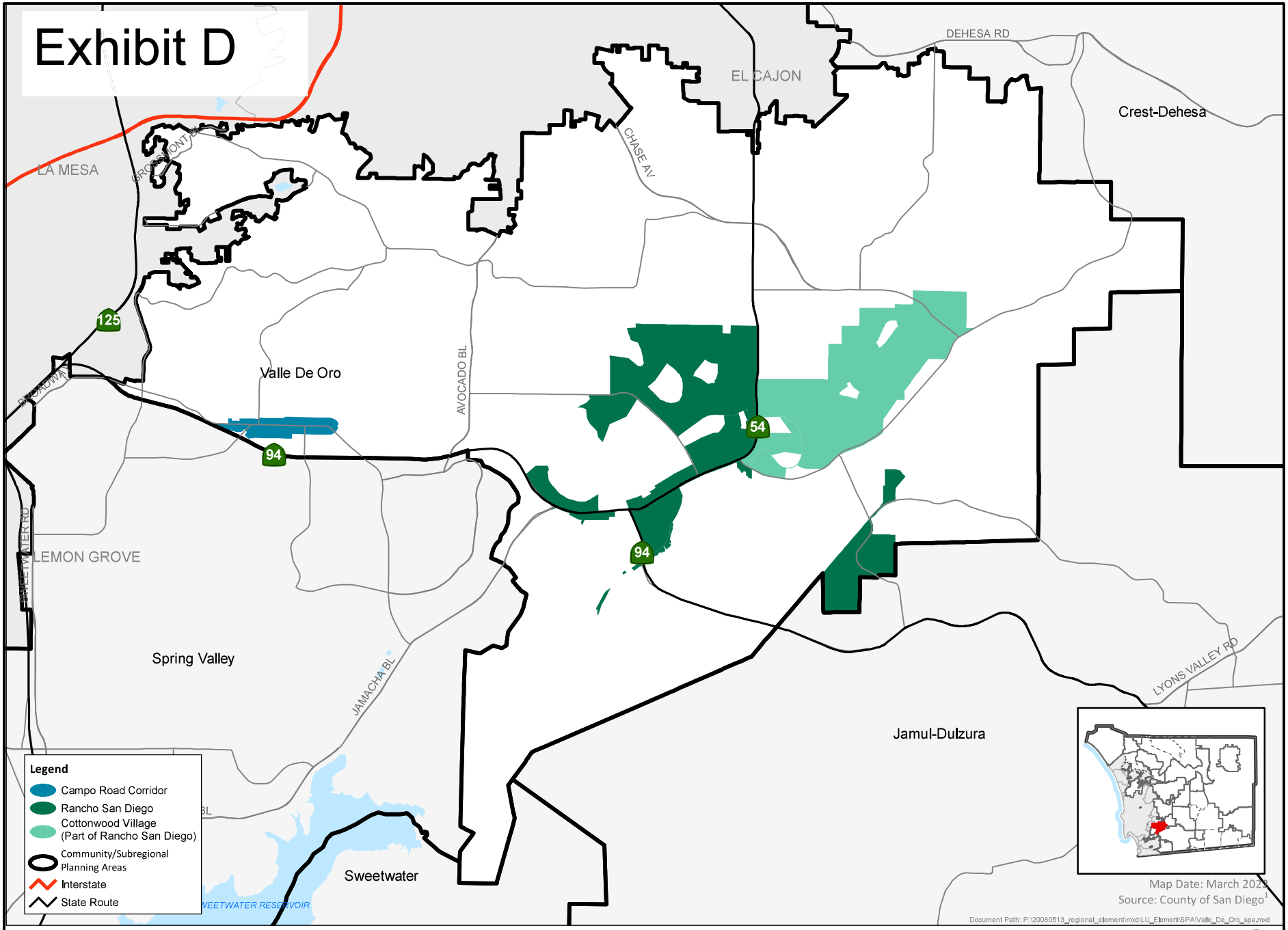
ACRES

Map Date: 6/29/2022

Exhibit C

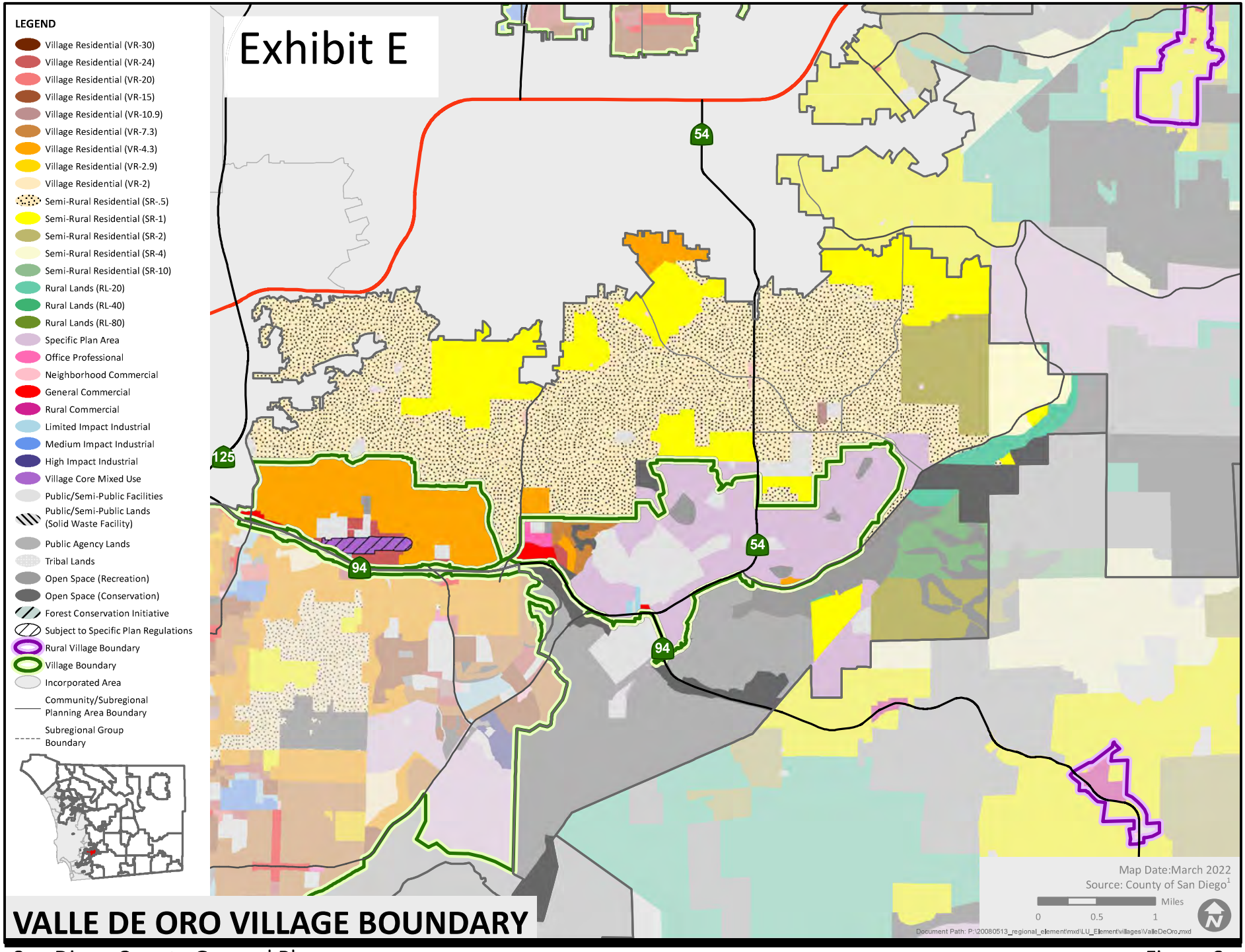


VALLE DE ORO MOBILITY ELEMENT NETWORK



VALLE DE ORO GENERALIZED SPECIFIC PLANS

San Diego County General Plan



VALLE DE ORO VILLAGE BOUNDARY

Attachment B

An Ordinance Changing the Zoning Classification of Certain Property Within the County of San Diego Related to the Campo Road Corridor Revitalization Specific Plan and General Plan Amendment [REZ 21-003]

Form of Ordinance
Zoning Classification

AN ORDINANCE CHANGING THE ZONING CLASSIFICATION OF CERTAIN PROPERTY WITHIN THE COUNTY OF SAN DIEGO RELATED TO THE CAMPO ROAD CORRIDOR REVITALIZATION SPECIFIC PLAN AND GENERAL PLAN AMENDMENT [REZ 21-003]

Maps showing proposed changes to the Zoning Ordinance are located at the link below:
https://www.sandiegocounty.gov/content/sdc/pds/advance/CasadeOroRevitalizationPlan.html

Clean Copy

ORDINANCE NO. _____ (NEW SERIES)

AN ORDINANCE CHANGING THE ZONING CLASSIFICATION OF CERTAIN PROPERTY WITHIN THE COUNTY OF SAN DIEGO RELATED TO THE CAMPO ROAD CORRIDOR REVITALIZATION SPECIFIC PLAN AND GENERAL PLAN AMENDMENT [REZ 21-003]

The Board of Supervisors of the County of San Diego ordains as follows:

Section 1. The zoning classification of certain real property is hereby changed as set forth herein, and more precisely delineated on the Rezone Exhibits, as illustrated in Exhibits "A" and "B" of this ordinance. All Documents are on file with the Clerk of the Board of Supervisors of the County of San Diego.

Section 2. The existing zoning classifications of the real property to be changed are as follows:

OLD ZONE: Use Regulations C36, Animal Designator Q, Density 7.3, Lot Size -, Building Type T, Maximum Floor Area -, Floor Area Ratio -, Height G, Lot Coverage -, Setbacks O, Open Space A, Special Area Regulations B, D3.

OLD ZONE: Use Regulations C36, Animal Designator Q, Density 7.3, Lot Size -, Building Type T, Maximum Floor Area -, Floor Area Ratio -, Height G, Lot Coverage -, Setbacks O, Open Space A, Special Area Regulations B, C, D3.

OLD ZONE: Use Regulations C42, Animal Designator Q, Density -, Lot Size -, Building Type T, Maximum Floor Area -, Floor Area Ratio -, Height G, Lot Coverage -, Setbacks O, Open Space -, Special Area Regulations C, D3.

OLD ZONE: Use Regulations RS, Animal Designator Q, Density -, Lot Size 10000, Building Type C, Maximum Floor Area -, Floor Area Ratio -, Height G, Lot Coverage -, Setbacks H, Open Space -, Special Area Regulations -.

Section 3. The zoning classification for the real property identified in Section 2 is changed to read as follows:

NEW ZONE: Use Regulations S88, Animal Designator -, Density -, Lot Size -, Building Type -, Maximum Floor Area -, Floor Area Ratio -, Height -, Lot Coverage -, Setbacks -, Open Space -, Special Area Regulations C.

NEW ZONE: Use Regulations S88, Animal Designator -, Density -, Lot Size -, Building Type -, Maximum Floor Area -, Floor Area Ratio -, Height -, Lot Coverage -, Setbacks -, Open Space -, Special Area Regulations -.

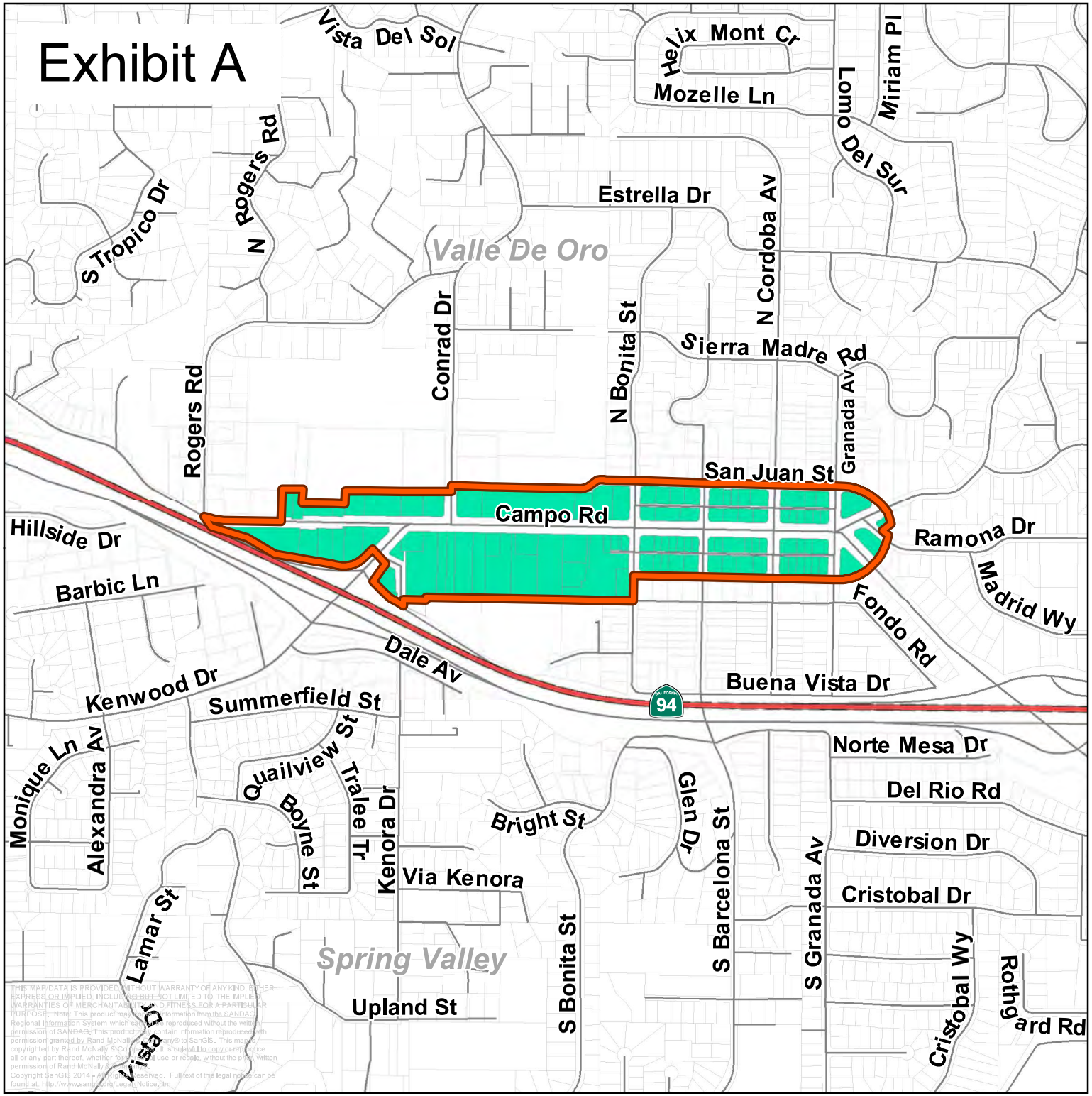
Section 4. Effective Date. This Ordinance shall take effect and be in force thirty (30) days after the date of its passage, and before the expiration of fifteen (15) days after

its passage, a summary shall be published once with the names of the members voting for and against the same in the San Diego Daily Transcript, a newspaper of general circulation published in the County of San Diego.

APPROVED AS TO FORM AND LEGALITY
LONNIE ELDRIDGE, COUNTY COUNSEL

BY: Randall Sjoblom, Senior Deputy County Counsel

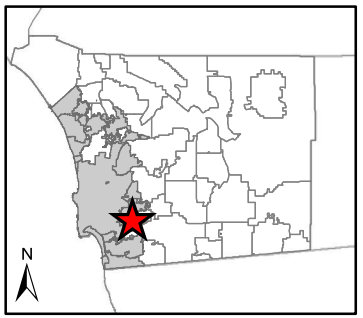
Exhibit A



Campo Road Corridor Revitalization Specific Plan

Use Regulations Map

Valle De Oro Community Plan Area



1:3,500,000

- Casa De Oro Specific Plan
- S88 Parcels
- Roads
- Parcels

N

0 0.125 0.25

Miles

LUEG GIS

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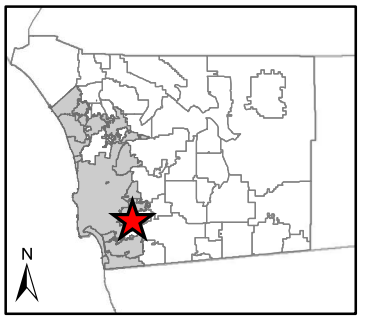
Exhibit B

Campo Road Corridor Revitalization Specific Plan

Special Area Regulations Map

Valle De Oro Community Plan Area



1:3,500,000

Casa De Oro Specific Plan
C Designator
No C Designator
Roads
Parcels

N

0 0.125 0.25
Miles

LUEG GIS

Date: 6/29/2022
Path: Q:\20200906_Casa_De_Oro_Mailing_List\CasaDeOro_SpecialReg.mxd

Attachment C

CEQA Addendum and Environmental Review Checklist

County of San Diego

PLANNING & DEVELOPMENT SERVICES
5510 OVERLAND AVENUE, SUITE 310, SAN DIEGO, CA 92123
(858) 505-6445 General ▪ (858) 694-2705 Codes
(858) 565-5920 Building Services
www.SDCPDS.org

DAHVIA LYNCH
DIRECTOR

October 7, 2021

AN ADDENDUM TO THE PREVIOUSLY CERTIFIED PROGRAM ENVIRONMENTAL IMPACT REPORT FOR THE COUNTY OF SAN DIEGO GENERAL PLAN UPDATE (SCH 2002111067) FOR PURPOSES OF CONSIDERATION OF THE CAMPO ROAD CORRIDOR REVITALIZATION SPECIFIC PLAN; PDS2021-GPA-21-006, PDS2021-SPA-21-002, PDS2021-REZ-21-003, PDS2021-ER-21-00-004

CEQA Guidelines, Section 15164(a) states that an Addendum to a previously certified Environmental Impact Report (EIR) may be prepared if some changes or additions are necessary but none of the conditions described in Section 15162 or 15163 calling for the preparation of a subsequent or supplemental EIR have occurred.

CEQA Guidelines Section 15164 applies to the Campo Road Corridor Revitalization Specific Plan (Specific Plan). There are some changes and additions which need to be included in an Addendum to the previously certified Program EIR for the County of San Diego General Plan Update (GPU) in accordance with CEQA Guidelines Section 15164. These modifications would not involve a substantial increase in the severity of previously identified significant effects identified in the Program EIR for the County of San Diego General Plan Update and would not create new potentially significant impacts that would require new mitigation.

Background

On August 3, 2011, the County of San Diego Board of Supervisors adopted a comprehensive update to the County of San Diego General Plan. The General Plan provides a framework for land use and development decisions in the unincorporated County, consistent with an established community vision, which included all of the Community Plans, such as the Valle de Oro Community Plan. The General Plan Land Use Maps set the Land Use designations, and corresponding densities, for all of the land in the unincorporated County. A Program EIR for the County's General Plan Update, Environmental Review Number 02-ZA-001, State Clearinghouse Number 2002111067, was certified by the Board of Supervisors on August 3, 2011.

Project Changes

The Campo Road Corridor Revitalization Specific Plan ("Specific Plan" or "Corridor") area lies within the boundaries of the Valle de Oro Community Plan. The Valle de Oro Community Plan (part of the County of San Diego General Plan) was adopted in 1977 and last updated in 2011. The Community Plan covers the Casa de Oro, Mount Helix, and Rancho San Diego communities and supplements the General Plan, establishing the framework for future development in the Valle de Oro area through the identification of specific goals, policies, and recommendations.

The Campo Road Corridor (Corridor) is the commercial and civic center of the Casa de Oro community. The County of San Diego General Plan applies the Regional Category of "Village" to the Corridor. Villages are intended to accommodate the "highest intensities and the greatest mix of uses" (General Plan Land Use Element, p. 3-6). Lands located directly on Campo Road have a General Plan land use designation of General Commercial (C-1) with a floor area ratio (FAR) designation of 0.7. However, the General Plan states that "Community Plans may specify specific areas where [this FAR] may be exceeded" (General Plan Land Use Element, p. 3-11).

Pursuant to California Government Code Sections 65450 to 65457, a local government may adopt specific plans to specify the extent, intensity, land use, and/or supporting infrastructure in a given area. The proposed Specific Plan is intended to establish the long-term vision, goals, and objectives; implementing regulations; implementation plan, including specific actions, priorities, and responsible parties; and potential funding sources to achieve the vision. Specific plans may be adopted by ordinance and amended as often as necessary. The Specific Plan is required to be consistent with the County of San Diego General Plan. Additionally, California Government Code Section 65451 requires specific plans to include text, diagrams, and a statement that detail the relationship of the specific plan to the General Plan.

The proposed Specific Plan is a community-based plan aimed at improving the urban form, quality of life, and public safety along the Corridor in the Casa de Oro community. The County of San Diego initiated the plan with a grant from the San Diego Association of Governments (SANDAG) in order to further smart growth principles by creating an active and accessible community center in East San Diego County. The proposed Specific Plan facilitates and directly implements these recommendations. While the proposed Specific Plan may contain standards that are not anticipated in the Community Plan, the overall vision of a core commercial area and residential uses is consistent with the Community Plan. Further, the proposed Specific Plan is consistent with the County's vision of concentrating growth in existing urbanized communities in the unincorporated County and directly implements the County's goal of concentrating new housing and commercial growth in areas with access to public transit, services, and amenities.

As proposed, the Specific Plan represents a planning document that would change development standards for the Corridor and allow additional future residential development to occur over time. Depending on the ultimate mixture of residential and retail uses proposed by landowners in the Corridor, it is estimated that from 600 to a maximum of 1,450 new residential dwelling units could be developed with buildout of the Specific Plan. The difference in the number of residential uses ultimately constructed would be influenced by the amount of retail use (i.e., less retail square footage would allow for greater residential use). The maximum of 1,450 residential dwelling units is based upon a presumed 30 percent reduction in the amount of existing retail space as part of future redevelopment.

Additionally, the Land Use Element of the General Plan will be amended to change the land use designation of the Specific Plan Area from General Commercial to Village Core Mixed Use. The Specific Plan effectively implements the relevant goals and policies of the General Plan and the Valle de Oro Community Plan.

The Mobility Element of the County's General Plan identifies Campo Road as a Boulevard Series Road. Boulevards are 4-lane "roadways with a lower design speed and a wider parkway that should be used in Villages or similar locations where higher traffic volumes are combined with on-street parking, pedestrian, bicycle, and transit activities." As a part of the Specific Plan, it is recommended that this segment of Campo Road be redesignated as a Minor Collector, which is appropriate for "areas within a Village with heavy non-motorized circulation and transit activities" (Mobility Element, p. 4-9). The Minor Collector designation is suitable for Villages and consistent with the Mobility Element's goals and policies to provide safe and efficient road networks that prioritize travel within community planning areas (Policy M-1.1). The reconfigured Campo Road would also implement Policy M-4.1, which encourages walkable, multimodal roads in Villages and compact residential areas.

Finding

The Final Program EIR for the County of San Diego General Plan Update, as analyzed by this Addendum and the Environmental Review Checklist, may be used to fulfill the environmental review requirements of the Campo Road Corridor Revitalization Specific Plan. Because the changes to the General Plan and the proposed Specific Plan meet the conditions for the application of CEQA Guidelines Section 15164, a preparation of a subsequent or supplemental EIR is not required.

October 7, 2021

Environmental Review Update Checklist Form for Projects with Previously Approved Environmental Documents For Purposes of Consideration of the Campo Road Corridor Revitalization Specific Plan Project; PDS2021-GPA-21-006, PDS2021-SPA-21-002, PDS2021-REZ-21-003, PDS2021-ER-21-00-004

The California Environmental Quality Act (CEQA) Guidelines Sections 15162 through 15164 set forth the criteria for determining the appropriate additional environmental documentation, if any, to be completed when there is a previously adopted Negative Declaration (ND) or a previously certified environmental impact report (EIR) covering the project for which a subsequent discretionary action is required. This Environmental Review Update Checklist Form has been prepared in accordance with CEQA Guidelines Section 15164(e) to explain the rationale for determining whether any additional environmental documentation is needed for the Campo Road Corridor Revitalization Specific Plan Project and related General Plan Amendment.

1. Background on the previously certified EIR:

A Program EIR for the County of San Diego (County) General Plan Update (GPU EIR; Environmental Review Number 02-ZA-001; State Clearinghouse Number 2002111067) was certified by the County Board of Supervisors on August 3, 2011. The certified GPU EIR evaluated potentially significant effects for the following environmental areas of potential concern: (1) Aesthetics; (2) Agricultural Resources; (3) Air Quality; (4) Biological Resources; (5) Cultural and Paleontological Resources; (6) Geology and Soils; (7) Hazards and Hazardous Materials; (8) Hydrology and Water Quality; (9) Land Use; (10) Mineral Resources; (11) Noise; (12) Population and Housing; (13) Public Services; (14) Recreation; (15) Transportation and Traffic; (16) Utilities and Service Systems; and (17) Global Climate Change.

Of these environmental subject areas, it was determined that only Geology and Soils and Population and Housing would not involve potentially significant impacts. The certified Final Program EIR found that the project would cause significant effects which could be mitigated to a level below significance for the following areas: Cultural and Paleontological Resources, Land Use and Planning, Recreation, and Global Climate Change. Effects to Aesthetics, Agricultural Resources, Air Quality, Biological Resources, Hazards and Hazardous Materials, Hydrology and Water Quality, Mineral Resources, Noise, Public Services, Transportation and Traffic, and Utilities and Service Systems remained significant and unavoidable. A Statement of Overriding Considerations was made in approving the General Plan Update. The previously certified GPU EIR is available at http://www.sdcounty.ca.gov/pds/gpupdate/environmental.html.

The Board of Supervisors approved the Housing Element Update GPA on April 24, 2013 (GPA-12-009). This GPA consisted of a minor update to the Housing Element that was previously updated by the Board with the approval of the GPU in August 2011. The revisions were largely limited to the Background Report of the Housing Element with more recent demographic data and analyses. No changes were made by this GPA to the land use map, Mobility Element map, or Central Mountain or Mountain Empire Subregional Plans. To comply with CEQA, the Housing Element Update GPA relied on an Addendum to the GPU EIR.

The Board of Supervisors approved the 2017 Housing Element Update on March 15, 2017 (GPA-16-003). This GPA consisted of minor updates to the Housing Element that were primarily limited to the Background Report, which was updated with recent demographic data and analyses and which addressed the County's ability to meet the State's new Regional Housing Needs Assessment (RHNA) goals through the County's Sites Inventory. To comply with CEQA, the 2017 Housing Element Update GPA relied on an Addendum to the GPU EIR.

The Board of Supervisors approved the Skyline Retirement Center (PDS2016-GPA-16-005; PDS2016-REZ-16-003; PDS2016-MUP-16-003; LOG NO. PDS2016-ER-16-19-001) on January 29, 2020. This GPA changed the Regional Category for the site from No Jurisdiction to Village; changed the site's Land Use Designation from Open Space Conservation (OS-C) to Village Residential 30 (VR-30); and changed a map in the Valle de Oro Community Plan to reflect the Land Use Designation change to VR-30. To comply with CEQA, the Skyline Retirement Center GPA relied on an Addendum to the GPU EIR.

The Board of Supervisors adopted the Housing Element and Safety Element updates (PDS2020-GPA-20-002, PDS2019-GPA-19-001) and adopted a new Environmental Justice Element (PDS2017-GPA-17-004) on July 14, 2021. This GPA assessed the unincorporated area's housing needs and developed goals, policies, and programs to address them as part of the Housing Element's sixth RHNA cycle. This GPA also reviewed and updated the Safety Element concurrently with the Housing Element update to ensure that safety hazards are considered during the development of the housing policy. As two Elements of the General Plan were updated concurrently, an Environmental Justice Element to focus on reducing pollution in overburdened and underserved communities and ensuring all people have the right to live, work, and play in a safe and healthy environment was also adopted. To comply with CEQA, these General Plan Amendments relied on two Addenda to the GPU EIR.

The Addenda listed above are on file with Planning & Development Services.

2. Lead agency name and address:

County of San Diego, Planning & Development Services
5510 Overland Avenue, Suite 310, San Diego, California 92123

a. Contact: Mike Madrid, Project Manager
b. Phone number: (619) 964-6918
c. E-mail: michael.madrid@sdcounty.ca.gov

3. Project applicant's name and address:

County of San Diego
Planning & Development Services
5510 Overland Avenue, Suite 310
San Diego, California 92123

4. Does the project for which a subsequent discretionary action is now proposed differ in any way from the previously approved project?

YES	NO
☒	☐

The Campo Road Corridor Revitalization Specific Plan (Specific Plan) area lies within the boundaries of the Valle de Oro Community Plan. The Valle de Oro Community Plan (part of the County of San Diego General Plan) was adopted in 1977 and last updated in 2011. The Community Plan covers the Casa de Oro, Mount Helix, and Rancho San Diego communities and supplements the General Plan, establishing the framework for future development in the Valle de Oro area through the identification of specific goals, policies, and recommendations.

The Campo Road Corridor (Corridor) is the commercial and civic center of the Casa de Oro community. The County of San Diego General Plan applies the Regional Category of "Village" to the Corridor. Villages are intended to accommodate the "highest intensities and the greatest mix of uses" (General Plan Land Use Element, p. 3-6). Lands located directly on Campo Road have a General Plan land use designation of General Commercial (C-1) with a floor area ratio (FAR) designation of 0.7. However, the General Plan states that "Community Plans may specify specific areas where [this FAR] may be exceeded" (General Plan Land Use Element, p. 3-11).

Pursuant to California Government Code Sections 65450 to 65457, a local government may adopt specific plans to specify the extent, intensity, land use, and/or supporting infrastructure in a given area. The proposed Specific Plan is intended to establish the long-term vision, goals, and objectives; implementing regulations; implementation plan, including specific actions, priorities, and responsible parties; and potential funding sources to achieve the vision. Specific plans may be adopted by ordinance and amended as often as necessary. This Specific Plan is required to be consistent with the County of San Diego General Plan. Additionally, California Government Code Section 65451 requires specific plans to include text, diagrams, and a statement that detail the relationship of the specific plan to the General Plan.

The proposed Specific Plan is a community-based plan aimed at improving the urban form, quality of life, and public safety along the Corridor in the Casa de Oro community. The County of San Diego initiated the plan with a grant from the San Diego Association of Governments (SANDAG) in order to further smart growth principles by creating an active and accessible community center in East San Diego County. The proposed Specific Plan facilitates and directly implements these recommendations. While the proposed Specific Plan may contain standards that are not anticipated in the Community Plan, the overall vision of a core commercial area and residential uses is consistent with the Community Plan. Further, the proposed Specific Plan is consistent with the County's vision of concentrating growth in existing urbanized communities in the unincorporated County and directly implements the County's goal of concentrating new housing and commercial growth in areas with access to public transit, services, and amenities.

As proposed, the Specific Plan would change development standards for the Corridor and allow additional future residential development to occur over time. The project will require a General Plan Amendment and Specific Plan to change the existing land use designations. The adopted General Plan designates the majority of the Specific Plan area as General Commercial, with the remaining area designated as Village Residential VR-24, allowing for 24 dwelling units per acre. The General Plan and the accompanying Valle de Oro Land Use Map will be amended to reference the Specific Plan. Project implementation also requires a rezone to change the existing zoning classifications from C-36 and C-42 (General Commercial) and RU (Urban Residential) to Specific Planning Area Use Regulations (S88) within the Campo Road Corridor Revitalization Specific Plan area. All land

use regulations, development standards, and other provisions of the Specific Plan in its entirety shall apply as expressly stated in the Specific Plan. For any development criteria or regulations not amended or superseded by the Specific Plan, the provisions of the County of San Diego Zoning Ordinance would prevail.

As indicated in Appendix G, Technical Information, of the GPU EIR, the GPU EIR assumed that 694.1 average daily trips (ADT) per acre would be generated for lands designated as General Commercial (C-1) (County 2011b). As almost the entirety of the approximately 41.8-acre Corridor is currently designated as C-1, using the 694.1 ADT/acre rate yields an ADT of approximately 29,000 for the Specific Plan area. These estimated trips also factor into the air quality and noise analyses in the GPU EIR for the Specific Plan area.

The cumulative ADT identified for the subject area is ultimately dependent upon the mixture and size of land uses. Buildout scenarios that consider existing uses, market factors, and long-term real estate trends suggest the total floor area along the Corridor could double or triple and generate from approximately 600 to a maximum of 1,450 additional dwelling units. The difference in the number of residential uses ultimately constructed would be influenced by the amount of retail use (i.e., less retail square footage would allow for greater residential use). The maximum of 1,450 potential residential dwelling units is based upon a presumed 30 percent reduction in the amount of existing retail space as part of future redevelopment. All development scenarios considered in preparing the Specific Plan were balanced to yield the approximately the same as the 29,000 ADT estimated for the proposed Specific Plan area in the GPU EIR (i.e., the land use within the Corridor may vary, but future development would not exceed land uses that would ultimately generate greater than a cumulative total of 29,000 ADT without requiring additional analysis in conformance with CEQA). Therefore, the amount of future foreseeable growth assumed in the Specific Plan is consistent with that anticipated for the project area in the GPU EIR with respect to the generation of ADT.

Five land use scenarios were therefore developed within this limit and considered a 10- to 15-year horizon for a Specific Plan (see Table 4-1, Development Plan Scenarios, of the Specific Plan). While not anticipated to occur based on land use trends for the subject area, if future development within the Corridor is proposed beyond the 29,000 ADT limit of the GPU EIR, additional environmental analysis will be required.

Among the five scenarios evaluated, potential future residential growth within the Corridor was assumed to range from 600 to 1,450 new dwelling units. The total amount of retail/service use within the Corridor is assumed to either remain the same or to shrink over time. Retail growth assumptions were considered to fall into three categories:

- *No Growth* - Assumes that no additional retail space will be added. The existing vacant or underutilized properties will be filled or redeveloped with the same capacity as existing ones. This will account for an additional retail increase of 20%–30% due to the full utilization of properties. This is depicted in Scenario 1, as further described below.

- *15% Retail Contraction* – Assumes the current retail space (including vacant properties) will shrink by 15%. This is depicted in Scenarios 2 and 4, below.

- *23% Retail Contraction* – Assumes the current retail space (including vacant properties) will shrink by 23%. This is depicted in Scenarios 3 and 5, below.

The first three scenarios below maximize the number of dwelling units and assume all other offices/bank/civic/restaurant uses remain the same. Scenarios 4 and 5 assume a mixture of residential and modest growth of office and restaurant uses.

- *Scenario 1: No retail growth; 20 to 30 percent backfill; maximum residential development*
- *Scenario 2: 15% retail contraction; maximum residential development*
- *Scenario 3: 23% retail contraction; maximum residential development*
- *Scenario 4: 15% retail contraction; balance residential, office, and restaurant*
- *Scenario 5: 23% retail contraction; balance residential, office, and restaurant*

While the development scenarios identified considered a variety of outcomes, it is anticipated that actual future development within the Corridor will be a combination of these scenarios. However, the most likely significant change, compared to existing development, is the influx of approximately 600 to 1,450 new residential dwelling units. The analysis provided herein in this Addendum considers the development scenarios described above relative to General Plan buildout as previously analyzed in the certified GPU EIR.

5. SUBJECT AREAS DETERMINED TO HAVE NEW OR SUBSTANTIALLY MORE SEVERE SIGNIFICANT ENVIRONMENTAL EFFECTS COMPARED TO THOSE IDENTIFIED IN THE PREVIOUS ND OR EIR.

The subject areas checked below were determined to be new significant environmental effects or to be previously identified effects that have a substantial increase in severity either due to a change in project, change in circumstances or new information of substantial importance, as indicated by the checklist and discussion on the following pages.

☒ **NONE**

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology & Soils
☐ Greenhouse Gas Emissions (Global Climate Change)	☐ Hazards & Hazardous Materials	☐ Hydrology & Water Quality
☐ Land Use/Planning	☐ Mineral Resources	☐ Noise
☐ Population/Housing	☐ Public Services	☐ Recreation
☐ Transportation/Traffic	☐ Utilities/Service Systems	☐ Mandatory Findings of Significance
☐ Energy	☐ Tribal Cultural Resources	

DETERMINATION:

On the basis of this analysis, Planning & Development Services has determined that:

☒ No substantial changes are proposed in the project and there are no substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous EIR or ND due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Also, there is no "new information of substantial importance" as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, the previously adopted ND or previously certified EIR is adequate.

☐ No substantial changes are proposed in the project and there are no substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous EIR or ND due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Also, there is no "new information of substantial importance" as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, because the project is a residential project in conformance with, and pursuant to, a Specific Plan with a EIR completed after January 1, 1980, the project is exempt pursuant to CEQA Guidelines Section 15182.

☐ Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous ND due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Or, there is "new information of substantial importance," as that term is used in CEQA Guidelines Section 15162(a)(3). However all new significant environmental effects or a substantial increase in severity of previously identified significant effects are clearly avoidable through the incorporation of mitigation measures agreed to by the project applicant. Therefore, a SUBSEQUENT ND is required.

☐ Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous ND or EIR due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Or, there is "new information of substantial importance," as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, a SUBSEQUENT or SUPPLEMENTAL EIR is required.

Signature	Date
Mike Madrid	Project Manager
Print Name	Title

INTRODUCTION

CEQA Guidelines Sections 15162 through 15164 set forth the criteria for determining the appropriate additional environmental documentation, if any, to be completed when there is a previously adopted ND or a previously certified ElR for the project.

CEQA Guidelines, Section 15162(a) and 15163 state that when an ND has been adopted or an EIR certified for a project, no Subsequent or Supplemental EIR or Subsequent Negative Declaration shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole public record, one or more of the following:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:

    a. The project will have one or more significant effects not discussed in the previous EIR or Negative Declaration; or

    b. Significant effects previously examined will be substantially more severe than shown in the previously adopted Negative Declaration or previously certified EIR; or

    c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

    d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous Negative Declaration or EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

CEQA Guidelines, Section 15164(a) states that the lead agency or responsible agency shall prepare an Addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a Subsequent or Supplemental EIR have occurred.

CEQA Guidelines, Section 15164(b) states that an Addendum to a previously adopted Negative Declaration may be prepared if only minor technical changes or additions are necessary. If the factors listed in CEQA Guidelines Sections 15162, 15163, or 15164 have not occurred or are not met, no changes to the previously certified EIR or previously adopted ND are necessary.

The following responses detail any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that may cause one or more effects to environmental resources. The responses support the "Determination," above, as to the type of environmental documentation required, if any.

ENVIRONMENTAL REVIEW UPDATE CHECKLIST

I. AESTHETICS

Since the previous EIR was certified or previous ND was adopted, are there any changes in the project, changes in circumstances under which the project is undertaken, and/or "new information of substantial importance" that would cause one or more effects to aesthetic resources including: scenic vistas; scenic resources including, but not limited to, trees, rock outcroppings, or historic buildings within a state scenic highway; existing visual character or quality of the site and its surroundings; or day or nighttime views in the area?

YES	NO
☐	☒

The General Plan Update (GPU) EIR determined that impacts to aesthetic resources would be less than significant for scenic vistas and scenic resources with the incorporation of mitigation measures. However, impacts to visual character/quality and light/glare were determined to be significant and unavoidable, even with the implementation of mitigation measures. As such, a Statement of Overriding Considerations was adopted for aesthetic resources pursuant to CEQA Guidelines Sections 15091 and 15093.

The affected length of the Corridor is highly urbanized, is not designated as a State Scenic Highway, is not located within a scenic vista, and does not support scenic resources such as trees or rock outcroppings. Several historic resources are identified in the County GPU EIR (see Figure 2.5-2, Historic Resources and Julian Historic District) along or within proximity to the Corridor. Such resources would be subject to local and State regulations, as well as goals and policies and mitigation measures identified in the GPU and GPU EIR, respectively, to ensure their long-term protection should they be affected by any future improvements proposed within the Corridor.

The project has the potential to result in future development that would alter the visual character and quality of the project area. The Corridor is currently built out and highly urbanized in nature. Future development within the project area in conformance with the Specific Plan would change the overall visual character to a mixture of residential and commercial land uses; however, the Specific Plan is intended to provide guidance for future development and revitalization within the Corridor to enhance visual aesthetics and the overall character.

The proposed Specific Plan would allow for varying land use types and intensities that would result in a range of building heights, bulk, scale, and square footage reflective of the type of use proposed (i.e., residential versus commercial). However, the overall change in the mixture of land uses or redevelopment of existing uses within the Corridor is not anticipated to adversely alter or degrade the existing visual character or quality of the area. To ensure that future development does not adversely conflict with the existing character of the site or its surroundings, design measures are identified in the Specific Plan to achieve a cohesive visual character through transformation of the Corridor over time via specific roadway and intersection design techniques; streetscape improvements; public art; landscaping; public/community space; street lighting; mobility improvements; and other such elements. Further, Chapter 5, Development Standards and Design Guidance, of the Specific Plan provides development standards pertaining to setbacks, building height, coverage, parking, lot size, building placement, open space, and other such elements to regulate the visual character for each of the three Districts identified for the Corridor (i.e., limiting maximum building height to 55 feet (4 stories) to ensure that an appropriate scale is maintained). Future development would be required to demonstrate conformance with such measures provided in the proposed Specific Plan to ensure consistency with the overall vision identified and to avoid development that would substantially conflict with existing uses within the Corridor. With conformance with the Specific Plan, in addition to applicable goals and policies identified in the County GPU, the project would not cause a substantial adverse change in the existing visual character or quality

of the site and its surroundings. No new significant environmental effect or substantial increase in the severity of previously identified significant effects relative to aesthetic resources would result in this regard.

Additionally, the County General Plan Conservation and Open Space Element identifies State Route 94 (SR 94) as a County Scenic Highway between State Route 125 (SR 125) and Interstate 8 (I-8); SR 94 is adjacent to the Campo Road Corridor on the western end. Implementation of the Specific Plan would not adversely affect the scenic quality of SR 94; rather the Specific Plan provides design measures and implementation strategies for the redevelopment and revitalization of the Corridor that are aimed at achieving a more cohesive physical and visual environment and identity and to enhance the visual aesthetics. Conformance with GPU goals and policies would further reduce potential project effects on any such scenic resources.

Since the GPU EIR was certified, there are no changes in the project, changes in circumstances under which the project is undertaken, and/or "new information of substantial importance" that would cause one or more effects to aesthetic resources. Adoption of the Campo Road Corridor Revitalization Specific Plan would not result in aesthetic impacts (direct or indirect) beyond those analyzed in the GPU EIR. Additionally, as noted in the GPU EIR, individual development projects would be subject to project-specific development and planning review, including adherence to standards for community design and visual quality, such as those identified in the Valle de Oro Community Plan and the Campo Road Corridor Revitalization Specific Plan, to ensure that the project does not adversely affect any scenic resources or substantially (or adversely) alter the existing visual character or quality of the site or its surroundings. Future development would be required to conform to applicable zoning, design standards, and other regulations concerning aesthetic resources as provided in the Specific Plan and/or Zoning Ordinance, as applicable. Therefore, impacts relative to aesthetics would be consistent with those previously identified in the GPU EIR.

II. AGRICULTURAL RESOURCES

Since the previous EIR was certified or previous ND was adopted, are there any changes in the project, changes in circumstances under which the project is undertaken, and/or "new information of substantial importance" that would cause one or more effects to agricultural resources including: conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use, conflict with existing Williamson Act contract lands, or indirect conversion of agricultural resources?

YES	NO
☐	☒

The GPU EIR determined that impacts to agricultural resources would be less than significant for land use conflicts relative to Williamson Act contract lands with incorporation of mitigation measures. However, direct and indirect impacts from the conversion of agricultural land to non-agricultural uses were determined to be significant and unavoidable, even with the implementation of mitigation measures. As such, a Statement of Overriding Considerations was adopted for agricultural resources pursuant to CEQA Guidelines Sections 15091 and 15093.

The Corridor is highly urbanized and does not support any lands currently utilized for agricultural operations; designated Farmland by the Department of Conservation Farmland Mapping and Monitoring Program, or lands zoned for agricultural use; or lands subject to a Williamson Act contract or County Agricultural Preserve. No such lands would be affected by implementation of the proposed Specific Plan.

Since the GPU EIR was certified, there are no changes in the project, changes in circumstances under which the project is undertaken, and/or "new information of substantial importance" that would cause one or more effects to agricultural resources. Adoption of the Specific Plan would not result in impacts (direct

or indirect) to agricultural resources beyond those analyzed in the GPU EIR. Additionally, as noted in the GPU EIR, individual development projects would be subject to project-specific development and planning review, including adherence to standards for the protection of agricultural resources as deemed applicable. Therefore, impacts relative to agricultural resources would be consistent with those previously identified in the GPU EIR.

III. AIR QUALITY

Since the previous EIR was certified or previous ND was adopted, are there any changes in the project, changes in circumstances under which the project is undertaken, and/or "new information of substantial importance" that would cause one or more effects to air quality including: conflicts with or obstruction of implementation of the San Diego Regional Air Quality Strategy (RAQS) or applicable portions of the State Implementation Plan (SIP); violation of any air quality standard or substantial contribution to an existing or projected air quality violation; a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard; exposure of sensitive receptors to substantial pollutant concentrations; or creation of objectionable odors affecting a substantial number of people?

YES	NO
☐	☒

The GPU EIR determined that air quality impacts would be less than significant relative to conflicts with air quality plans and objectionable odors. However, impacts associated with air quality violations, non-attainment criteria pollutants, and impacts to sensitive receptors were determined to be significant and unavoidable even with the incorporation of mitigation measures. As such, a Statement of Overriding Considerations was adopted for air quality pursuant to CEQA Guidelines Sections 15091 and 15093.

Mobile sources would comprise the majority of emissions generated by project implementation. Mobile sources would comprise the majority of emissions generated by project implementation; however, future residential and commercial uses (i.e., multi-family residential, retail stores, restaurant, services, offices) within the Corridor would also contribute to potential emissions and effects on air quality. Cars and trucks would comprise the majority, with the remainder of emissions attributed to energy consumption and emissions from commercial establishments such as restaurant vents. It is reasonably foreseeable that the generation of any such emissions would continue to be reduced over time with the adoption of new mandates (i.e., improved technologies for exhaust filtering, etc.). As such, new or substantially increased air quality impacts above that identified in the GPU EIR are not anticipated to occur with project implementation.

As previously stated, the GPU EIR assumed 694.1 average daily trips (ADT) per acre for the uses generally located within the subject Corridor. This equates to an estimated 29,000 ADT, which represents the total number of trips generated and impacts assumed and evaluated for the area in the GPU EIR. The cumulative ADT identified for the subject area is dependent upon the ultimate mixture and size of land uses. Buildout scenarios that consider existing uses, market factors, and long-term real estate trends suggest the total floor area along the Corridor could double or triple and generate from 600 to a maximum of 1,450 additional residential dwelling units. The proposed Specific Plan evaluated potential development scenarios in the foreseeable future based on SANDAG trip generation rates. All scenarios were balanced to yield approximately the same 29,000 ADT that was estimated for the proposed Specific Plan area in the GPU EIR. The differences between scenarios reflect assumptions relative to the extent to which retail/service uses would grow or reduce in the future. Therefore, as proposed, the amount of future foreseeable growth assumed in the Specific Plan is consistent with that anticipated for the project area in the GPU EIR with respect to the generation of ADT and would not result in future development that would potentially generate short- or long-term air quality emissions not previously analyzed.

Future discretionary development within the Corridor would have the potential to result in short- and/or long-term impacts relative to air quality emissions and would be subject to additional County review and approval, as appropriate. Such future development would be evaluated for conformance with applicable local, State, and federal requirements pertaining to air quality, as appropriate at the time of consideration, to assess the potential for any new air quality-related impacts not previously considered. Additionally, as future discretionary projects would be subject to conformance with goals and policies identified in the GPU, as well as relevant plans and regulations aimed at improving air quality that are adopted over time, it is anticipated that regional and local air quality would continue to improve above that which would occur as a result of conformance with such requirements in effect at the time of GPU adoption.

As with the GPU, future development would be required to demonstrate compliance with the strategies and measures adopted as part of the Regional Air Quality Strategies (RAQs) and State Implementation Plan (SIP) as part of the County's environmental review process, as well as with the requirements of the County and/or Air Pollution Control District to reduce emissions of particulate matter. Based on the requirement for consistency with emission control strategies in the RAQs and SIP, the proposed project, similar to that determined for the GPU, would not conflict with or obstruct the implementation of the San Diego RAQS and/or applicable portions of the SIP.

Criteria pollutant emissions associated with future development consistent with the GPU were determined to exceed adopted thresholds for PM_{10}, $PM_{2.5}$, NO_X, and VOCs, and on a cumulative basis for PM_{10} and $PM_{2.5}$, and O_3 precursors. As analyzed in the GPU EIR, future development would be required to comply with California Air Resources Board (CARB) motor vehicle standards, regulations from stationary sources and architectural coatings, Title 24 energy efficiency standards, and GPU goals and policies, in addition to specific GPU EIR measures, to ensure that the intended environmental protections are achieved and that resulting air quality effects are minimized.

Since the GPU EIR was certified, there are no changes in the project, changes in circumstances under which the project is undertaken, and/or "new information of substantial importance" that would cause one or more effects to air quality. As the proposed Specific Plan is a policy document, implementation of future development projects within the Corridor would require further review and analysis by the County prior to approval in which any potential impacts outside the scope of the GPU EIR would be identified and addressed as appropriate. As such, adoption of the Specific Plan would not result in (direct or indirect) impacts to air quality beyond those analyzed in the GPU EIR. Impacts relative to air quality would be consistent with those previously identified in the GPU EIR.

IV. BIOLOGICAL RESOURCES

Since the previous EIR was certified or previous ND was adopted, are there any changes in the project, changes in circumstances under which the project is undertaken, and/or "new information of substantial importance" that cause one or more effects to biological resources including: adverse effects on any sensitive natural community (including riparian habitat) or species identified as a candidate, sensitive, or special status species in a local or regional plan, policy, or regulation, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service; adverse effects to federally protected wetlands as defined by Section 404 of the Clean Water Act; interference with the movement of any native resident or migratory fish or wildlife species or with wildlife corridors, or impeding the use of native wildlife nursery sites; and/or conflicts with the provisions of any adopted Habitat Conservation Plan, Natural Communities Conservation Plan, or other approved local, regional, or State habitat conservation plan, policies or ordinances?

YES	NO
☐	☒

The GPU EIR determined that impacts relative to conflict with applicable habitat conservation plans or natural community conservation plans would be less than significant without mitigation incorporated. Impacts associated with federally protected wetlands and conflict with local biological resources related policies and ordinances would be less than significant with incorporation of mitigation measures. However, impacts to special-status species, riparian habitats, and wildlife movement corridors and nursery sites were determined to be significant and unavoidable, even with the incorporation of mitigation measures. As such, a Statement of Overriding Considerations was adopted for biological resources pursuant to CEQA Guidelines Sections 15091 and 15093.

The land area affected by the proposed Specific Plan is highly urbanized, and the proposed increase in the overall number of residential dwelling units or changes in the mixture of land uses as redevelopment occurs over time would not lead to any new or additional biological impacts. The project area is located within the boundaries of the South County Multiple Species Conservation Program (MSCP); however, the site is not within an adopted or draft MSCP core or linkage area (GPU EIR, Figure 2.4-2, Adopted and Draft MSCP Core and Linkage Areas; County of San Diego 2011b). The GPU EIR identifies the project area as “Urban;” no sensitive habitat (coastal sage scrub, riparian woodland, etc.) is identified within the project area (GPU EIR, Figure 2.4-1, Aggregated Vegetation Map of San Diego County; County of San Diego 2011b). As appropriate, future projects within the boundaries of the Specific Plan would be subject to site-specific study to evaluate potential effects on biological resources; however, the Specific Plan would not directly result in physical development that could cause impacts relative to biological resources or conflict with the impact findings of the GPU EIR.

Since the GPU EIR was certified, there are no changes in the project, circumstances under which the project is undertaken, and/or "new information of substantial importance" that would cause one or more effects to biological resources. As the Specific Plan is a policy document, implementation of a development project would require further review and analysis by the County prior to approval in which potential impacts outside the scope of the GPU EIR would be identified and addressed as necessary. As such, adoption of the Specific Plan would not result in (direct or indirect) impacts to biological resources beyond those analyzed in the GPU EIR. Impacts to biological resources would be consistent with those previously identified in the GPU EIR.

V. CULTURAL RESOURCES

Since the previous EIR was certified or previous ND was adopted, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that cause one or more effects to cultural resources including: causing a change in the significance of a historical or archaeological resource as defined in State CEQA Guidelines Section 15064.5; destroying a unique paleontological resource or site or unique geologic feature; and/or disturbing any human remains, including those interred outside of formal cemeteries?

YES	NO
☐	☒

The GPU EIR determined that impacts relative to cultural resources, including historical resources, archaeological resources, paleontological resources, and human remains, would be less than significant with the incorporation of mitigation measures.

Although the Corridor is highly urbanized and therefore, largely previously-disturbed, several historic resources are identified in the County GPU EIR (see Figure 2.5-2, Historic Resources and Julian Historic District) along or within proximity to the Corridor. Such resources would be subject to local and State regulations, as well as the goals and policies and mitigation measures identified in the GPU and GPU EIR, respectively, to ensure their long-term protection, should they be affected by any future improvements proposed within the Corridor. All future development projects resulting in ground

disturbance that could have potential impacts on cultural and/or historical resources would be subject to additional County discretionary CEQA review and approval, as appropriate, to ensure consistency with the GPU goals and policies aimed at the protection of such resources over the long term, and/or to identify any additional project-level mitigation measures needed to address significant impacts identified. As applicable, future development would be subject to conformance with adopted GPU EIR mitigation measures, including CUL-2.3 for easement protections; CUL-2.4 which requires coordination with potentially affected tribal governments and the Native American Heritage Commission; and CUL-2.5 which requires monitoring during grading activities for protection of unknown resources, among other measures, as appropriate, to ensure that potential effects on cultural resources are minimized or avoided to the extent feasible.

Since the GPU EIR was certified, there are no changes in the project, changes in circumstances under which the project is undertaken, and/or "new information of substantial importance" that would cause one or more effects to cultural or historical resources. As the Specific Plan is a policy document, implementation of a development project would require further review and analysis by the County prior to approval in which potential impacts outside the scope of the GPU EIR would be identified and addressed as necessary. As such, adoption of the Specific Plan would not result in (direct or indirect) impacts to cultural or historical resources beyond those analyzed in the GPU EIR. Impacts to cultural or historical resources would be consistent with those previously identified in the GPU EIR.

VI. GEOLOGY & SOILS

Since the previous EIR was certified or previous ND was adopted, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that result in one or more effects from geology and soils including: exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, seismic-related ground failure, including liquefaction, strong seismic ground shaking, or landslides; result in substantial soil erosion or the loss of topsoil; produce unstable geological conditions that would result in adverse impacts resulting from landslides, lateral spreading, subsidence, liquefaction, or collapse; being located on expansive soil creating substantial risks to life or property; having soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater; and/or result in impairment of a unique geologic feature?

YES	NO
☐	☒

The GPU EIR determined that impacts to geology and soils would be less than significant. No mitigation measures were required.

The proposed Specific Plan area lies within the boundaries of the Spring Valley Sanitation District. Future residential and commercial development anticipated within the Specific Plan area would be served by the existing public sewer system; the use of septic systems would not be required. All future development occurring within the Specific Plan area would be required to comply with appliable federal, State, and local building standards and regulations (i.e., California Building Code) to address inherent geological and soils issues. Additionally, per Section 87.101 of the County Zoning Ordinance, preparation of a Soils Engineering Report would be required prior to building permit issuance to demonstrate that any proposed structures meet structural stability standards required by the California Building Code, including to address the potential for adverse effects of seismic-related events, landslides, lateral spreading, liquefaction, and/or expansive soils. Future development would be required to prepare a Storm Water Pollution and Prevention Program and Storm Water Quality Management Plan to identify potential impacts and best management practices (BMPs) in conformance with the County’s BMP Design Manual

in order to minimize the potential for erosion to occur; refer also to Section IX, Hydrology and Water Quality, below.

Since the GPU EIR was certified, there are no changes in the project, changes in circumstances under which the project is undertaken, and/or "new information of substantial importance" that would cause one or more effects to geology and soils. Impacts to geology and soils would be consistent with those previously identified in the GPU EIR.

VII. GLOBAL CLIMATE CHANGE

Since the previous EIR was certified or previous ND was adopted, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that result in one or more effects related to environmental effects associated with greenhouse gas emissions or compliance with applicable plans, policies or regulations adopted for the purpose of reducing greenhouse gas emissions?

YES	NO
☐	☒

The GPU EIR determined that impacts associated with greenhouse gas (GHG) emissions would be less than significant with incorporation of the mitigation measures identified. The GPU EIR was determined to be in compliance with the requirements of Assembly Bill (AB) 32 and to result in less than significant impacts relative to potential effects of global climate change, in particular with regard to effects on water supply, wildfires, energy needs, and public health.

As previously indicated, the GPU EIR assumed 694.1 ADT per acre for the uses generally located within the Corridor. This equates to an estimated 29,000 ADT, which represents the total number of trips generated and impacts assumed and evaluated for this area in the GPU EIR; refer to previous discussion regarding Specific Plan land use development scenarios considered. Buildout scenarios that consider existing land uses, market factors, and long-term real estate trends suggest the total floor area along the Corridor could double or triple and generate from 600 to a maximum of 1,450 additional dwelling units. All future land use scenarios considered for ultimate buildout of the Corridor were balanced to yield approximately the same 29,000 ADT that were estimated for the proposed Specific Plan area in the GPU EIR. Therefore, the amount of future foreseeable growth assumed in the Specific Plan is consistent with that anticipated for the project area in the GPU EIR.

Since certification of the GPU EIR, various new state and local energy-efficient regulations have been adopted [i.e., CalGreen (Part 11 of the California Green Buildings Standards Code) which is aimed at increasing energy and water conservation and efficiency; reducing GHG emissions from buildings; promoting healthier environments to live in; and preventing waste of energy and water resources. Emissions from building energy use are a limited component of GHG emissions, as compared to other emission sources (i.e., vehicle emissions).] With consideration of such factors, a substantial future increase in GHG emissions from implementation of the Specific Plan, as compared to conditions evaluated in the GPU EIR, is not anticipated. Rather, such impacts are expected to be similar (or reduced) in severity as compared to the significance findings identified in the GPU EIR.

Further, future development occurring within the Corridor would be subject to local, State, and/or federal measures aimed at reducing greenhouse gas emissions. It is reasonably anticipated that new GHG reduction goals, policies, and regulations adopted since the time of certification of the GPU EIR (or in place subsequent to adoption of the Specific Plan) would contribute to further GHG reductions for current and future development within the County, including within the Specific Plan area, as compared to conditions as originally evaluated in the GPU EIR. Thus, potential impacts of the proposed project relative

to global climate change are not anticipated to increase in severity as compared to the GPU EIR significance findings.

The proposed Specific Plan is intended for planning purposes; no permitting or improvement plans are required for implementation. Future discretionary development within the Corridor would have the potential to result in short- and/or long-term impacts relative to GHG emissions and would be subject to additional County review and approval, as appropriate. Such future development would be subject to additional County discretionary review and would be evaluated for conformance with applicable local, State, and federal requirements pertaining to GHG and energy reduction (i.e., Title 24 of the California Code of Regulations, County Climate Action Plan), as appropriate at the time of consideration, to assess the potential for any new GHG-related impacts not previously considered. It is anticipated that GHG significance criteria would require consideration for whether a project would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, and/or whether a project would have the potential to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Possible reduction measures to reduce and/or avoid such effects may include, but may not be limited to, reducing vehicle miles traveled; off-setting carbon emissions; enhancing alternative modes of transportation (multi-modal roadway segments, shared and reduced parking); increasing building efficiency; increasing renewable electricity use (i.e., increase use of renewable energy, solar on existing homes, on-site energy generation); increasing solid waste diversion; and, reducing potable water consumption (i.e., reducing outdoor water use, increasing water efficiency in residential development).

Although new regulations relative to GHG emissions have been adopted since the time of certification of the GPU EIR, such information is not considered to be of “substantial importance" that would result in one or more effects related to environmental effects associated with GHG emissions or compliance with applicable plans, policies or regulations adopted for the purpose of reducing GHG emissions. Impacts would be consistent with those previously identified in the GPU EIR.

VIII. HAZARDS & HAZARDOUS MATERIALS

Since the previous EIR was certified or previous ND was adopted, are there any changes in the project, changes in circumstances under which the project is undertaken, and/or "new information of substantial importance" that result in one or more effects from hazards and hazardous materials including: creation of a significant hazard to the public or the environment through the routine transport, storage, use, or disposal of hazardous materials or wastes; creation of a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; production of hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school; location on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 creating a hazard to the public or the environment; location within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport; within the vicinity of a private airstrip resulting in a safety hazard for people residing or working in the project area; impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; exposure of people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands; and/or increase human exposure to vectors?

YES	NO
☐	☒

The GPU EIR determined that impacts related to the transport, use, or disposal of hazardous materials, accidental release of hazardous materials, use of hazardous materials within proximity to schools,

location on a site that may create hazard to the public or the environment, or the potential for increased human exposure to vectors would be less than significant without the requirement for mitigation measures. Impacts associated with public and private airport operations and interference with emergency evacuation and response plans were determined to be less than significant with the incorporation of mitigation measures. Impacts relative to wildland fires were determined to be significant and unavoidable, even with the implementation of mitigation measures. As such, a Statement of Overriding Considerations was adopted relative to wildland fires pursuant to CEQA Guidelines Sections 15091 and 15093.

No portion of the project site is located within the boundaries of an Airport Land Use Compatibility Plan, nor within a Very High Fire Hazard Severity Zone (CalFire 2020), and safety hazards relative to airport operations or wildfire are not anticipated to result with project implementation. Any storage, handling, transport, emission, or disposal of hazardous substances associated with future land uses within the Corridor would occur in conformance with applicable local, State, and federal regulations. Further, California Government Code Section 65850.2 requires verification that the owner or authorized agent has met, or will meet, applicable requirements provided in the California Health and Safety Code, Division 20, Chapter 6.95, Hazardous Materials Release Response Plans and Inventory. Additionally, a number of improvements are identified in the Specific Plan to enhance vehicular circulation and mobility of pedestrians, bicycles, and other means of transit. Such improvements (i.e., installation of roundabouts, signalization of several intersections, consolidated driveways, traffic calming measures, etc.) would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; emergency access to the Corridor would remain adequate with project buildout.

Future discretionary permits may be required to implement individual projects within the Corridor. Such development would be evaluated on a project-specific basis to ensure that no hazardous conditions from construction or operations would result.

Since the GPU EIR was certified, there are no changes in the project, changes in circumstances under which the project is undertaken, and/or "new information of substantial importance" that cause one or more effects from hazards and hazardous materials. The Specific Plan does not include changes to existing land uses that would result in an increased potential for exposure to hazardous materials or conditions, including the potential for wildfire occurrence, as compared to the conditions analyzed in the GPU EIR. As such, adoption of the Specific Plan would not result in impacts relative to hazards and hazardous materials beyond those analyzed in the GPU EIR. Impacts associated with hazards and hazardous materials would be consistent with those previously identified in the GPU EIR.

IX. HYDROLOGY & WATER QUALITY

Since the previous EIR was certified or previous ND was adopted, are there any changes in the project, changes in circumstances under which the project is undertaken, and/or "new information of substantial importance" that cause one or more effects to hydrology and water quality including: violation of any waste discharge requirements; an increase in any listed pollutant to an impaired water body listed under section 303(d) of the Clean Water Act; cause or contribute to an exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses; substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level; substantially alter the existing drainage pattern of the site or area in a manner which would result in substantial erosion, siltation or flooding on- or off-site; create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems; provide substantial additional sources of polluted runoff; place housing or other structures which would impede or redirect flood flows within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, including County Floodplain Maps; expose people or structures to a significant risk of

loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam; and/or inundation by seiche, tsunami, or mudflow?

YES	NO
☐	☒

The GPU EIR determined that impacts associated with hydrology and water quality would be less than significant with the incorporation of mitigation measures, with the exception of impacts relative to the degradation of water quality and conformance with water quality standards requirements, and groundwater supplies and recharge, which were determined to be significant and unavoidable, even with the incorporation of mitigation measures. As such, a Statement of Overriding Considerations was adopted for hydrology and water quality pursuant to CEQA Guidelines Sections 15091 and 15093.

On February 26, 2016, subsequent to certification of the GPU EIR, the County adopted the updated Watershed Protection, Stormwater Management, and Discharge Control Ordinance No. 10410 (N.S.). Additionally, a Municipal Stormwater Permit was reissued by the San Diego Regional Water Quality Control Board (RWQCB) under the National Pollutant Discharge Elimination System (Order No. R9-2013-0001). The revisions made to these planning documents do not affect or increase the severity of potential impacts as previously analyzed in the GPU EIR.

No County or Federal Emergency Management Act (FEMA) floodways or floodplains are mapped within the project boundaries; the project site is not located within a flood hazard area. Additionally, the project area is served by public utilities and no effects on groundwater supplies or recharge are anticipated with buildout over time. The project site is also not located within an area subject to inundation due to dam failure (County 2011b) or potential effects of seiche, tsunami, or mudflow hazards; impacts in this regard would not occur.

Additionally, as with the buildout of the GPU, project implementation would result in land uses and future development that would increase the amount of impermeable surfaces and potentially result in an excess of polluted runoff that could exceed the capacity of existing drainage facilities. Future development within the Specific Plan area would be subject to the San Diego municipal separate storm sewer system (MS4) permit requirements to reduce polluted stormwater runoff on-site through project design, management practices, control techniques, system design and engineering methods, and other measures as appropriate. Additionally, future development would be subject to conformance with applicable goals and policies identified in the General Plan Land Use Element, Conservation and Open Space Element, and Safety Element to reduce potential development impacts relative to hydrology and water quality. However, adoption of the Specific Plan would not directly result in physical development that would have the potential to adversely affect water quality, existing drainage patterns, or groundwater resources. Similar to that analyzed in the GPU EIR for buildout under the General Plan, future discretionary projects within the area affected by the Specific Plan would be subject to County review prior to approval relative to flooding and drainage patterns, stormwater quality, and groundwater protection. Future development would be required to prepare a Storm Water Pollution and Prevention Program and Storm Water Quality Management Plan to identify potential impacts and best management practices in conformance with the County's BMP Design Manual. Conformance with such measures, as well as General Plan goals and policies and other applicable regulations, would reduce potential construction and/or operational effects on downstream water quality and land uses (i.e., offsite flooding, erosion, and/or siltation,) and would ensure that future development within the Specific Plan area would meet applicable stormwater discharge requirements in conformance with the Municipal Stormwater Permit.

Future development within the Corridor is subject to incorporation of mitigation measures identified in the GPU EIR, as appropriate. Such mitigation measures may include, but would not be limited to, HYD-1.1, which requires adherence to the County's low impact development (LID) standards in order to minimize

runoff and maximize infiltration; and/or HYD-2-1, which requires that discretionary project applications include commitments from available water districts.

As the Specific Plan is a policy document, implementation of future development would require further review and analysis by the County prior to approval, as appropriate, in which potential impacts outside the scope of the GPU EIR would be identified and addressed as necessary. As such, adoption of the Specific Plan would not result in impacts to hydrology and water quality (direct or indirect) beyond those analyzed in the GPU EIR. Impacts to hydrology and water quality would be consistent with those previously identified in the GPU EIR.

X. LAND USE/PLANNING

Since the previous EIR was certified or previous ND was adopted, are there any changes in the project, changes in circumstances under which the project is undertaken, and/or "new information of substantial importance" that cause one or more effects to land use and planning including: physically dividing an established community; conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect; or conflict with any applicable habitat conservation plan (HCP) or natural community conservation plan (NCCP)?

YES	NO
☐	☒

The GPU EIR determined that impacts associated with the physical division of an established community would be less than significant with the incorporation of mitigation measures. Further, impacts resulting from conflict with applicable land use plans, policies, or regulations, or an HCP or NCCP, were determined to be less than significant with no mitigation required.

As previously described, the proposed Specific Plan has been prepared in conformance with California Government Code Sections 65450 to 65457, which allows a local government to adopt specific plans specifying the extent, intensity, land use, and supporting infrastructure in a given area. Additionally, California Government Code Section 65451 requires specific plans to include text, diagrams, and a statement that detail the relationship of the specific plan to the General Plan. The proposed Specific Plan is consistent with the County's vision of concentrating growth in existing urbanized communities in the westernmost areas of the unincorporated area. The plan does not conflict with goals, policies, or land use designations in the General Plan and directly implements the County's goal of concentrating new housing and commercial growth in areas with high access to public transit, services, and amenities. Additionally, the County General Plan recognizes the Campo Road Corridor as a Village. Villages are intended to accommodate the "highest intensities and the greatest mix of uses" (General Plan Land Use Element, p. 3-6).

The proposed Specific Plan would amend the General Plan including the land use map to reference the Campo Road Corridor Revitalization Specific Plan. In addition, the Specific Plan would require the existing C-36 General Commercial zone that currently applies to the Campo Road Corridor be rezoned within the Specific Plan area and the zoning map amended to indicate a new zoning classification of Campo Road Corridor Specific Plan area. However, such changes are not considered to conflict with applicable plans, policies, or regulations that currently apply to the subject area.

While the Specific Plan may contain standards that are not anticipated in the Valle de Oro Community Plan, the overall vision of a core commercial area and residential uses is consistent with the Community Plan. The Specific Plan is consistent with the County's vision of concentrating growth in existing urbanized communities in the unincorporated County and directly implements the County's goal of concentrating new housing and commercial growth in areas with access to public transit, services, and

amenities. The Specific Plan provides a vision for future development within the Corridor to unify and connect the community, encourage a mixture of uses and spaces that support social interaction, and facilitate mobility. As such, project implementation is not anticipated to conflict with an applicable land use plan or result in development that would physically divide the established Casa de Oro community.

Future development within the Corridor would be required to conform with applicable County General Plan goals and policies including Policy LU-2.3, Development Densities and Lot Sizes, aimed at the assignment of densities and minimum lot sizes in a manner that is compatible with the character of each unincorporated community; Policy LU-2.4, Relationship of Land Uses to Community Character, intended to ensure that the land uses and densities within any Regional Category or Land Use Designation depicted on the Land Use Map reflect the unique issues, character, and development objectives for a Community Plan area, in addition to the General Plan Guiding Principles; Goal LU-3, Diversity of Residential Neighborhoods, which allows for a land use plan that accommodates a range of building and neighborhood types suitable for a variety of lifestyles, ages, affordability levels, and design options; and Goal LU-5, Climate Change and Land Uses, which provides for a land use plan and associated development techniques and patterns that reduce emissions of local greenhouse gases in accordance with State initiatives, while promoting public health. Additionally, future development would be subject to conformance with Valle de Oro Community Plan goals and policies, including Policy 1 pertaining to community character which seeks to eliminate existing uses which are nonconforming and are detrimental to surrounding uses; the Residential Goal, aimed at providing for gradual residential growth that conforms with existing community character and encourage development only in areas where necessary public services and facilities are easily provided; Residential Policy 2, which encourages medium and high density residential development only in areas where necessary public services and facilities are easily provided and surrounding land uses are compatible; and the Commercial Goal of providing for the orderly growth of well-designed and located commercial areas which are necessary and convenient for shopping needs and compatible with the character of the community, among other relevant goals and policies.

The project area is located within the boundaries of the South County MSCP; however, the site is not within an adopted or draft MSCP core or linkage area. The GPU EIR identifies the project area as “Urban;” no sensitive habitat (coastal sage scrub, riparian woodland, etc.) is identified within the project area (County of San Diego 2011b). As appropriate, future development projects within the Specific Plan boundaries would be subject to site-specific study to evaluate potential effects on biological resources; however, implementation of the Specific Plan would not directly result in physical development that could conflict with the impact findings of the GPU EIR relative to the MSCP.

Future discretionary projects within the Specific Plan area would be subject to additional County review and approval to ensure consistency with the General Plan, Valle de Oro Community Plan, and Specific Plan, as appropriate. Development consistent with the Specific Plan would be considered to be in conformance with the General Plan and Community Plan.

Future development within the Corridor is subject to incorporation of mitigation measures identified in the GPU EIR, as appropriate. Such mitigation measures may include, but would not be limited to, LAND-1.2, which requires coordination between the County, land owners, and community groups to ensure that both public and private development projects and associated infrastructure improvements minimize impacts to established communities.

Since the GPU EIR was certified, there are no changes in the project, changes in circumstances under which the project is undertaken, and/or "new information of substantial importance" that would cause one or more effects to land use and planning. As the Specific Plan is a policy document, implementation of specific future development projects would require additional review and analysis by the County prior to approval in which potential impacts outside the scope of the GPU EIR would be identified and addressed

as necessary. As such, adoption of the Specific Plan would not result in impacts relative to land use and planning (direct or indirect) beyond those analyzed in the GPU EIR. Impacts to land use and planning would be consistent with those previously identified in the GPU EIR.

XI. MINERAL RESOURCES

Since the previous EIR was certified or previous ND was adopted, are there any changes in the project, changes in circumstances under which the project is undertaken, and/or "new information of substantial importance" that cause one or more effects to mineral resources including: the loss of availability of a known mineral resource that would be of value to the region and the residents of the State; and/or loss of locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

YES	NO
☐	☒

The GPU EIR determined that impacts to mineral resources would be significant and unavoidable, even with incorporation of mitigation measures. As such, a Statement of Overriding Considerations was adopted for mineral resources pursuant to CEQA Guidelines Sections 15091 and 15093.

The GPU EIR identifies the community of Valle de Oro as being in Mineral Resources Zone 3 (MRZ 3), which indicates that mineral resources are potentially present (GPU EIR Figure 2.10-3, San Diego County Mineral Resource Zones; County of San Diego 2011b). The project site is also not located within proximity to any areas identified as MRZ-2 (areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood exists for their presence). No existing mineral resources or mining sites are identified within the Specific Plan boundaries (GPU EIR Figure 2.10-2, Existing Mineral Resources in San Diego County; County of San Diego 2011b). Further, any mining operations for the extraction of mineral resources would be incompatible with the existing land use types within the Corridor. Based on such conditions, combined with consideration of the Specific Plan area which is highly urbanized and generally supports existing residential and commercial uses, future development within the Corridor is not anticipated to result in the loss of availability of a known mineral resource or locally important mineral resources recovery site as delineated in the General Plan or other land use plan.

Since the GPU EIR was certified, there are no changes in the project, changes in circumstances under which the project is undertaken, and/or "new information of substantial importance" that would cause one or more effects to mineral resources. Impacts to mineral resources would be consistent with those previously identified in the GPU EIR.

XII. NOISE

Since the previous EIR was certified or previous ND was adopted, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that result in one or more effects from noise including: exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies; exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels; a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project; a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project; and/or, for projects located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, or for projects within the vicinity of a private airstrip, expose people residing or working in the project area to excessive noise levels?

YES	NO
☐	☒

The GPU EIR determined that noise impacts would be less than significant with incorporation of mitigation measures, with exception of impacts resulting from the permanent increase in ambient noise levels, which were determined to be significant and unavoidable, even with the incorporation of mitigation measures. As such, a Statement of Overriding Considerations was adopted for noise impacts pursuant to CEQA Guidelines Sections 15091 and 15093.

Over time, future development projects proposed within the Specific Plan area would have the potential to generate construction and/or operational noise and would therefore be subject to County CEQA discretionary review and approval to ensure that noise impacts are reduced to the extent feasible. Implementation of the proposed Specific Plan would not directly result in physical development that would have the potential to generate increased short-term or long-term noise levels inconsistent with the County's adopted noise thresholds, Any increase in overall density or land use changes resulting with project implementation would not result in a significant increase in the severity of noise impacts as compared to that previously analyzed in the GPU EIR. Potential noise impacts would be subject to the same mitigation measures as previously identified for future development occurring with General Plan buildout (i.e., including, but not limited to, NOI-1.1 - Preparation of an acoustical analysis if 60 dBA (CNEL) noise levels may be exceeded; and/or, NOI-3.2 - Determine appropriate noise reduction site design techniques (i.e., setbacks or buffers from noise sensitive land uses)). Additionally, future construction activities within Corridor would be subject to regulations identified in the County Noise Ordinance (Sections 36-404, Operational Noise; Section 36-410, Construction Noise) and Table N-1 of the County General Plan Noise Element. Per such regulations, construction would be limited to the daytime hours of 7:00 a.m. to 7:00 p.m., thereby reducing potential noise disturbances.

The proposed Specific Plan area is not located within the boundaries of an airport land use plan. No potential noise impacts would result in this regard with future development within the Corridor.

Future development within the Corridor is subject to incorporation of mitigation measures identified in the GPU EIR, as appropriate. Such mitigation measures may include, but would not be limited to, NOI-1.1, which requires an acoustical analysis when a new development may result in existing or future noise sensitive land uses being subject to on-site noise levels that exceed 60 dBA (CNEL) or greater, or other land uses that may exceed the "acceptable" standard in the Noise Compatibility Guidelines of the Noise Element; and/or NOI-3.2, which requires coordination between the County and project applicant during review of a building permit or discretionary action to determine appropriate noise reduction site design techniques.

Since the GPU EIR was certified, there are no changes in the project, changes in circumstances under which the project is undertaken, and/or "new information of substantial importance" that would cause one or more effects from noise. As the proposed Specific Plan is a policy document, implementation of future specific development projects within the Corridor would require further review and analysis by the County prior to approval in which potential impacts outside the scope of the GPU EIR would be identified and addressed as necessary. As such, adoption of the proposed Specific Plan would not result in noise impacts (direct or indirect) beyond those analyzed in the GPU EIR. Potential noise impacts would be consistent with those previously identified in the GPU EIR.

XIII. POPULATION/HOUSING

Since the previous EIR was certified or previous ND was adopted, are there any changes in the project, changes in circumstances under which the project is undertaken, and/or "new information of substantial importance" that result in one or more effects to population and housing including displacing substantial

numbers of existing housing or people, necessitating the construction of replacement housing elsewhere?

YES	NO
☐	☒

As indicated in the GPU EIR, buildout of the General Plan would not result in a substantial increase in population. The development and infrastructure proposed under the GPU would directly and indirectly induce population growth; however, such growth is considered to be consistent with forecasted growth for the unincorporated County. As stated in the GPU EIR, the GPU is a comprehensive plan to guide future growth and includes a framework for land use and development, as well as goals and policies, to prevent unanticipated or inappropriate population growth in the unincorporated County (County 2011a). Therefore, the GPU EIR concluded that buildout of the General Plan would not result in the direct or indirect inducement of unplanned population growth and a significant impact would not occur.

The County General Plan recognizes the Campo Road Corridor as a Village. Villages are intended to accommodate the “highest intensities and the greatest mix of uses” (General Plan Land Use Element, p. 3-6). As proposed, the proposed Specific Plan is anticipated to allow for the addition of approximately 600 to a maximum of 1,450 new residential dwelling units, depending on the amount of existing retail space retained with future redevelopment. As discussed previously, all buildout scenarios considered for potential future development within the Specific Plan area were balanced to yield approximately the same 29,000 ADT that were estimated for the Specific Plan area in the GPU EIR; refer to previous discussion and Table 4-1 of the Specific Plan which identifies each of the land use scenarios considered. Therefore, project implementation would not exceed anticipated future development that would be inconsistent with that originally analyzed in the GPU EIR.

Although an increase in residential housing within the Corridor may occur with project implementation, future buildout under the Specific Plan as proposed would not result in substantial unplanned population growth above that already anticipated in the GPU EIR, and such growth can be accommodated within the affected Corridor; refer also to the analysis elsewhere in this Addendum which evaluates the potential environmental effects of such future development. The extension of existing roads to serve future development in the area is not required with implementation of the Specific Plan, and the construction of new roadways is not proposed. Additionally, the area is currently served by various public agencies (water, sewer, electricity, etc.) and the extension new services or infrastructure to the area is not required; therefore, the project would not indirectly spur population growth as a result of access to such services. Further, the Specific Plan does not directly propose or require the displacement of existing housing or people within the Corridor that would necessitate construction of replacement housing elsewhere, but rather is intended to serve as a guide for how future development may occur within the affected area.

Since the GPU EIR was certified, there are no changes in the project or in circumstances under which the project is undertaken and/or "new information of substantial importance" that would cause one or more effects to population and housing. Impacts relative to population and housing would be consistent with those previously identified in the GPU EIR.

XIV. PUBLIC SERVICES

Since the previous EIR was certified or previous ND was adopted, are there any changes in the project, changes in circumstances under which the project is undertaken, and/or "new information of substantial importance" that result in one or more substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services: fire protection, police protection, schools, parks, or other public facilities?

YES	NO
☐	☒

The GPU EIR determined that impacts to public services (fire, police, and other public services) would be less than significant with incorporation of mitigation measures, with the exception of impacts to school services, which were determined to be significant and unavoidable even with incorporation of mitigation measures. As such, a Statement of Overriding Considerations was adopted for public services pursuant to CEQA Guidelines Sections 15091 and 15093.

The San Diego County Fire Department provides fire protection services to the project site and surrounding community. The fire station that serves the project site is the San Miguel Fire District Station 15, located at 2850 Via Orange Way, Spring Valley, approximately 1.3 miles southeast of the project site. Police services are provided by the San Diego County Sheriff's Department. The sheriff's station that serves the project site is San Diego County Sheriff's Department Lemon Grove Substation located at 3240 Main Street, Lemon Grove, approximately 2.3 miles southwest of the project site. Public parks in the area are limited and include the Estrella County Park, approximately 0.2 mile to the north of the Corridor. The Casa de Oro Public Library is currently located at 9805 Campo Road and serves the Valle de Oro population; plans are underway to construct a new public library on Campo Road between Conrad Drive and Rogers Road.

As proposed, implementation of the proposed Specific Plan would allow for the addition of approximately 600 to a maximum of 1,450 new residential dwelling units, depending on the amount of existing commercial space retained with future redevelopment. Development as anticipated by the Specific Plan over time would not exceed anticipated growth projections as estimated by the General Plan and as analyzed in the GPU EIR.

The population and housing increase projected with buildout of the GPU would increase the demand for fire and police protection, as well as for parks, schools, and other public services. To maintain or achieve acceptable service standards for fire and police services, as well as for other public services such as libraries, the provision of new or physically altered facilities may be required which would have the potential to result in adverse environmental impacts. Conformance with County policies and regulations, as well as GPU goals and policies, and implementation of mitigation measures identified in the GPU EIR, in combination with payment of appropriate development impact fees, would be required to reduce potential impacts resulting with future development to less than significant and to ensure that fire, police, and other public services remain adequate for the resulting population.

Project implementation would include residential growth that may result in the need to construct or expand school facilities that could cause a significant environmental impact. Conformance with the adopted GPU policies and GPU EIR mitigation measures would reduce potential impacts related to school facilities; however, as indicated in the GPU EIR, due to the County's limited authority over the construction and expansion of school facilities, impacts are considered potentially significant and unavoidable. Future development within the Corridor would be subject to the payment of appropriate school impact fees to ensure that potential effects on school resources are minimized to the extent feasible and that the adequate provision of services can continued to be maintained.

Additionally, project implementation may increase future demands on County park services. The Specific Plan identifies the potential for future development of public parks or other community resources (public plaza, community space, etc.). Alternatively, payment of in-lieu-of fees for common open space may also be made with future development project pursuant to the County's Park Lands Dedication Ordinance (PLDO) (County Code Sections 810.101 through 810.129) which allows for the collection of fees for park land and park improvements pursuant to the Quimby Act and the Mitigation Fee Act. Refer to discussion under XV, Recreation, below, for additional discussion.

Since the GPU EIR was certified, there are no changes in the project, changes in circumstances under which the project is undertaken, and/or "new information of substantial importance" that would cause one or more effects to public services. Although the Specific Plan would encourage new residential housing and commercial development in the Corridor, adoption of the Specific Plan would not directly result in the development of unplanned housing or induced population growth that would increase demand for new public services or facilities, as the Specific Plan serves as a policy document.

Future development within the Corridor is subject to incorporation of mitigation measures identified in the GPU EIR, as appropriate. Such mitigation measures may include, but would not be limited to, PUB-1.9, which ensures that new development fund a fair share toward fire service facilities through additional funds and/or development of infrastructure; and PUB-3.2, which requires that discretionary project applications include commitments from available school districts.

Implementation of the Specific Plan would not result in impacts (direct or indirect) to public services beyond those analyzed in the GPU EIR. Impacts to public services would be consistent with those previously identified in the GPU EIR.

XV. RECREATION

Since the previous EIR was certified or previous ND was adopted, are there any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that result in an increase in the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or that include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

YES	NO
☐	☒

The GPU EIR determined that impacts relative to recreation would be less than significant with the incorporation of mitigation measures.

The proposed Specific Plan area has a regional category designation of Village. As anticipated with future buildout of the area, additional population would be generated over time that may use recreational facilities within the unincorporated County. However, the additional residential dwelling units generated with implementation of the Specific Plan would not significantly increase the population within Casa de Oro and would be within the population growth projections previously identified for the region. As such, the proposed Specific Plan would not directly generate or encourage unplanned growth that would substantially increase demands on the County's recreational resources or public parks, or cause the accelerated deterioration of such resources. Additionally, the Specific Plan identifies opportunities for development of a variety of public spaces for gathering and/or passive recreation. Opportunities for a central community gathering space, such as a park or plaza, are also encouraged, as shown in Figure 4-14, Community Space Incentive, and further described in Section 4.5.7, Community Facilities, of the Specific Plan. Alternatively, payment of in-lieu-of fees for common open space may also be made with future development projects as proposed within the Corridor, pursuant to the County's PLDO (County Code Sections 810.101 through 810.129) which allows for the collection of fees for park land and park improvements pursuant to the Quimby Act and the Mitigation Fee Act. As authorized by the Quimby Act (Government Code Section 66477 et. seq.), the PLDO requires subdivisions to dedicate land, pay a Park In-Lieu Fee, or a combination of both, for local park or recreational purposes. As authorized by the Mitigation Fee Act (Government Code Section 66000 et seq.), the PLDO requires non-subdivision residential development to pay the Park Land Acquisition Impact Fee for acquisition of park land, and requires both subdivision and non-subdivision residential development to pay the Park Improvement Impact Fee for the provision of park improvements. The provision of such community recreational

amenities would be consistent with the Valle de Oro Community Plan which identifies the goal of establishing “a well-balanced system of parks and recreational facilities which…will enrich the lives of all residents within the community” (County of San Diego 2011c).

As a policy document, the Specific Plan would not directly result in unplanned physical development that would substantially increase area population or demands on the County’s recreational resources. Since the GPU EIR was certified, there are no changes in the project or changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that would cause one or more effects to recreation. Impacts to recreation would be consistent with those previously identified in the GPU EIR.

XVI. TRANSPORTATION/TRAFFIC

Since the previous EIR was certified or previous ND was adopted, are there any changes in the project, changes in circumstances under which the project is undertaken, and/or "new information of substantial importance" that cause effects to transportation/traffic including: an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system; exceedance, either individually or cumulatively, of a level of service standard established by the county congestion management agency for designated roads or highways; a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks; substantial increase in hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); inadequate emergency access; inadequate parking capacity; and/or a conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

YES	NO
☐	☒

The GPU EIR determined that impacts to transportation and traffic would be less than significant with incorporation of mitigation measures, with the exception of impacts relative to the degradation in level of service (LOS) for roadways in unincorporated San Diego County and adjacent cities, and to rural road safety, which were determined to be significant and unavoidable even with mitigation measures incorporated. As such, a Statement of Overriding Considerations was adopted for transportation and traffic pursuant to CEQA Guidelines Sections 15091 and 15093.

The project includes a proposed Specific Plan with new policies and development regulations designed to allow and promote new mixed-use (residential) development in the corridor. The Specific Plan would allow for future transformation and reorientation of Campo Road to a “Main Street” with reduced lanes, lower traffic speeds, on-street parking, wider sidewalks, and street trees. The Specific Plan provides guidance to encourage alternative means of transportation within the Corridor, including enhanced pedestrian and bicycle amenities, improved access to transit, and incorporation of traffic calming measures, and would not conflict with adopted plans, policies, or programs supporting alternative transportation, consistent with findings of the GPU EIR for buildout of the General Plan.

The ADT identified for development of the Corridor is dependent upon the ultimate mixture and size of future land uses. As stated previously, five buildout scenarios that consider existing uses, market factors, and long-term real estate trends were evaluated as part of the Campo Road Revitalization Plan. Under such scenarios, the total floor area along the Corridor could double or triple depending on the ultimate mixture of land uses that are developed (i.e., residential dwelling units versus commercial square footage) and could potentially generate between 600 to a maximum of 1,450 additional dwelling units at buildout. The development scenarios considered in the Specific Plan were based upon SANDAG Series 13 trip generation rates. All scenarios were balanced to yield approximately the same 29,000 ADT that were approved for buildout of the Specific Plan area as part of the GPU EIR; refer to previous discussion regarding the land use development scenarios considered in preparing the Specific Plan. The differences

between the scenarios reflect assumptions relative to the extent to which retail/service uses would grow or reduce in the future. Therefore, as proposed, the amount of future foreseeable growth that could result from the proposed Specific Plan is consistent with that anticipated for the project area in the GPU EIR, and buildout of the Specific Plan would not generate new traffic-related impacts not already analyzed and identified in the GPU EIR.

The GPU EIR identifies Campo Road between Kenwood Drive and Conrad Drive as LOS F in Table 2.15-21, Proposed Project Deficient Facilities (LOS E/F) by Community, with buildout of the GPU. A Traffic Analysis and Parking Assessment (Michael Baker International 2021) was prepared to evaluate ultimate buildout of the Corridor as proposed under the Specific Plan, including the various transportation improvements identified for the area (i.e., lane reductions, construction of raised medians, buffered bike lanes, on-street angled parking, and intersection modifications). The analysis determined that under a Horizon Year 2035 with Project scenario, all affected intersections would operate at acceptable LOS with exception of 3 intersections; however, it was determined that the LOS at these 3 intersections could be improved to LOS D or better with implementation of alternative traffic controls (i.e., restriction of left turns, two-way stop, or signal controls, and/or dedicated/shared turn lanes a specific locations). It should be noted that such design treatments have been incorporated into the Specific Plan, and therefore, existing traffic controls would change at many of the intersections along the Corridor, along with the addition of intersections. Such treatments would be incorporated as part of the Specific Plan and would not be considered mitigation measures. Refer to the Traffic Analysis and Parking Assessment (Michael Baker International 2021) for additional discussion.

Additionally, existing and projected daily traffic volumes do not have a close correlation to the LOS offered by Campo Road since the peak-hour intersection conditions dictate the worst LOS that would be experienced along the roadway. Therefore, the Traffic Analysis evaluated intersections (versus roadway segments) along the Corridor to more accurately determine if the segments need to incorporate left turn lanes, right turn lanes, and/or other methods of traffic control that would adequately function at the intersections.

Future development within the Corridor would be subject to conformance with relevant General Plan policies to reduce potential transportation impacts. Evaluation on a project-specific basis would also be undertaken, as appropriate, to identify any additional design or mitigation measures required to reduce potential impacts to the extent feasible.

The Traffic Analysis and Parking Assessment also determined that under current conditions, the Corridor experiences a parking utilization rate of approximately 45.7%, and thus, an excess in parking is provided (Michael Baker International 2021). All future development within the Corridor would be required to comply with existing County parking regulations applicable at the time, including conformance with County General Plan policies, to ensure that adequate parking facilities are provided. Impacts would remain less than significant, as was determined in the GPU EIR, in this regard.

Since the GPU EIR was certified, there are no changes in the project or changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that cause one or more effects to traffic and transportation. New legislation (Senate Bill 743) pertaining to the manner in which transportation-related effects are analyzed (i.e., vehicle miles traveled versus LOS and automobile delay) was adopted in September 2013 subsequent to certification of the GPU EIR. However, because the proposed project would not cause a new significant impact or a substantial increase in daily trips, an EIR addendum is appropriate and the new VMT threshold does not apply to any project changes. Accordingly, in evaluating potential environmental effects of the Specific Plan against analysis presented in the GPU EIR (which was certified in 2011, prior to adoption of SB 743), the thresholds used and methodology provided in the GPU EIR remain relevant, and consideration of potential impacts relative to vehicle miles traveled is therefore not appropriate.

As the proposed Specific Plan is a policy document, implementation of specific future development projects within the plan area would require further review and analysis by the County prior to approval to address potential impacts outside of the scope of the GPU EIR, as appropriate. As such, adoption of the Specific Plan would not result in impacts to transportation and traffic (direct or indirect) beyond those analyzed in the GPU EIR.

Impacts relative to traffic and transportation would therefore be consistent with those previously identified in the GPU EIR.

XVII. UTILITIES/SERVICE SYSTEMS

Since the previous EIR was certified or previous ND was adopted, are there any changes in the project, changes in circumstances under which the project is undertaken, and/or "new information of substantial importance" that cause effects to utilities and service systems including: exceedance of wastewater treatment requirements of the applicable Regional Water Quality Control Board; require or result in the construction of new water or wastewater treatment facilities, new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects; require new or expanded entitlements to water supplies or new water resources to serve the project; result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments; be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs; result in noncompliance with federal, State, and local statutes and regulations related to solid waste; and/or require energy facilities which would have the potential to result in significant environmental effects?

YES	NO
☐	☒

The GPU EIR determined that impacts to utilities and service systems would be less than significant with mitigation measures incorporated with exception of impacts relative to the provision of adequate water supplies and sufficient landfill capacity, which were determined to be significant and unavoidable, even with the incorporation of mitigation measures. As such, a Statement of Overriding Considerations was adopted for utilities and service systems pursuant to CEQA Guidelines Sections 15091 and 15093.

The proposed Specific Plan is anticipated to allow for the addition of approximately 600 to a maximum of 1,450 new residential dwelling units. The Specific Plan would provide for zoning that would increase the allowed density of residential development within the Corridor, and therefore, the number of residential dwelling units that could potentially be constructed, depending on the ultimate balance in the mixture of residential and commercial uses. As residential development generates a higher demand for water and sewer services as compared to commercial uses, buildout of the Specific Plan would therefore have the potential to increase overall demand for water and/or sewer services over that assumed under buildout of the General Plan.

The General Plan EIR identifies the existing conditions (year 2004) for the number of housing units and population within each San Diego County Water Authority (SDCWA) member district’s service area, in addition to the projected increase in housing units and population within these service areas under implementation of the 2011 General Plan Update. The General Plan EIR indicates that all 15 SDCWA member districts that serve the unincorporated County would experience growth in both population and number of housing units with buildout of the General Plan. As noted above, the General Plan EIR identified a significant and unavoidable impact due to increased population and housing growth which would increase water demand and potentially result in an inadequate water supply (San Diego County 2011a). In addition to the General Plan policies to which future development would be required to conform, mitigation measures were identified to reduce potential impacts relative to water supply

(including, but not limited to, USS-4.1 – Review General Plan Amendments for consistency with goals and policies of the General Plan; USS-4.2 – Implement the County Green Building Program with incentives for development that is energy efficient and conserves resources; and/or, USS-4.3 - Implement Policy I-84 requiring discretionary projects to obtain water district commitment that water services are available); however, such measures would not reduce potential impacts from buildout of the General Plan to a less than significant level.

Growth forecasts for the region are updated by SANDAG approximately every five years; water districts update their demand forecasts and supply needs based on the most recent SANDAG forecast approximately every five years, per California Water Code Section 10617, to coincide with preparation of their Urban Water Management Plans (UWMPs). The 2020 UWMP prepared by the Helix Water District, which provides water service to the Specific Plan area, provides an evaluation of whether adequate water supplies would be available to serve affected service areas under normal water year, single dry water year, and multiple dry water year conditions over the next 25 years (in 5-year increments). Such projections are intended to describe the reliability of the water supply and vulnerability of the water supply to seasonal or climatic shortages, to the extent feasible.

The 2020 UWMP for the Helix Water District provides projected water demand based on SANDAG's Series 14 Regional Growth Forecast, which considers projected buildout population of the unincorporated County as identified in the General Plan. The 2020 UWMP identifies an increase in water demand by the year 2050 largely due to growth in the residential sectors of both single- and multi-family development on both vacant lands and as redevelopment and infill development. The 2020 UWMP determined that for the normal, single dry, and multiple dry year scenarios, future supplies will meet anticipated demands and that no shortages are anticipated within the District's service area through the year 2045 (HWD 2020). As any increase in the number of residential dwelling units that may result within the Corridor as a result of implementation of the Specific Plan would be consistent with growth projections considered in the General Plan, future water supplies would be adequate to support project buildout.

Additionally, as part of the discretionary process, future development within the proposed Specific Plan area would be required to demonstrate that adequate water service can be provided to the project as proposed. Such future development would be subject to review by the HWD to confirm that the District can serve a particular use.

Therefore, although implementation of the Specific Plan would have the potential to increase the number of future residential dwelling units constructed within the Corridor, thereby increasing demand on utility and service systems, buildout would occur incrementally over time and in combination with new commercial uses. Additionally, conditions may change over time, influencing the ability of a public utility to provide services (i.e., changes in development patterns or intensities, landfill expansion, surplus water supplies, etc.). Although demands on public utilities and service systems may therefore increase as a result of project implementation, it is not anticipated to result in a new significant impact or increased severity of an impact as previously identified in the General Plan EIR.

Future development within the Corridor is subject to incorporation of mitigation measures identified in the GPU EIR, as appropriate. Such mitigation measures may include, but would not be limited to, USS-1.1, which ensures adequate availability of sewer/sanitation service for development projects; and/or USS-3.5, which requires evaluation of environmental effects of all proposed stormwater drainage facilities and ensure that significant adverse effects are minimized or mitigated.

Since the GPU EIR was certified, there are no changes in the project or in circumstances under which the project is undertaken and/or "new information of substantial importance" that would cause one or more effects to utilities and service systems. Impacts relative to utilities and service systems would be consistent with those previously identified in the GPU EIR.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

Since the previous EIR was certified or previous ND was adopted, are there any changes in the project, changes in circumstances under which the project is undertaken, and/or "new information of substantial importance" that result in any mandatory finding of significance listed below?

Does the project degrade the quality of the environment, substantially reduce the habitat of a 'fish or wildlife species, cause a 'fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

YES	NO
☐	☒

As proposed, buildout of the proposed Specific Plan would not exceed development as originally anticipated in the General Plan for the project area. Additionally, as a policy document, the proposed Specific Plan would not result in the physical disturbance or development of property within the Specific Plan area that would have the potential to cause direct or indirect environmental impacts to County resources.

As described in this Checklist, since the GPU EIR was certified, there are no changes in the project, changes in circumstances under which the project is undertaken, and/or "new information of substantial importance" that would result in any mandatory finding of significance. As a policy document, the project would not result in additional impacts to biological resources or cultural/tribal cultural or historical resources, cumulatively considerable impacts, or direct or indirect environmental impacts to human beings. All impacts associated with the Specific Plan would be consistent with those previously identified in the GPU EIR.

XIX. REFERENCES USED IN THE COMPLETION OF THE ENVIRONMENTAL REVIEW UPDATE CHECKLIST FORM

CalFire (California Department of Forestry and Fire Protection). 2020. *California Fire Hazard Severity Zone Viewer*. https://gis.data.ca.gov/datasets/789d5286736248f69c4515c04f58f414.

County of San Diego. 2011a. *General Plan*. https://www.sandiegocounty.gov/pds/generalplan.html.

____. 2011b. *General Plan Final Environmental Impact Report.* https://www.sandiegocounty.gov/content/sdc/pds/gpupdate/environmental.html.

____. 2011c. Valle de Oro Community Plan. https://www.sandiegocounty.gov/content/dam/sdc/pds/docs/CP/Valle_de_Oro_CP2.pdf.

Helix Water District. 2020. *Urban Water Management Plan*. https://hwd.com/wp-content/uploads/2021/04/Draft-2020-UWMP-main-body-website.pdf.

Michael Baker International. 2021. Traffic Analysis and Parking Assessment – Casa de Oro Specific Plan.

Attachment E

Draft Campo Road Corridor Revitalization Specific Plan

2-65

Campo Road Corridor Revitalization Specific Plan

Prepared for
County of San Diego

Prepared by Michael Baker INTERNATIONAL

Acknowledgments:

County of San Diego

Board of Supervisors

- Nora Vargas, First District
- Joel Anderson, Second District
- Terra Lawson-Remer, Third District
- Nathan Fletcher, Fourth District
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Prepared by:

Planning & Development Services with the assistance of:

- Michael Baker International – Overall Project Lead
- KTUA – Streetscape Design
- Safdie Rabines Architects – Urban Form
- Circle Point – Public Engagement
- AVRP Studios – Development Regulations (Partial)

Reviewed by the Planning Commission

- TBD, 2022

Approved by the Board of Supervisors

- TBD, 2022

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TABLE OF CONTENTS

LIST OF FIGURES

Table of Contents

Table of Contents

LIST OF TABLES

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Chapter 1: Vision Framework

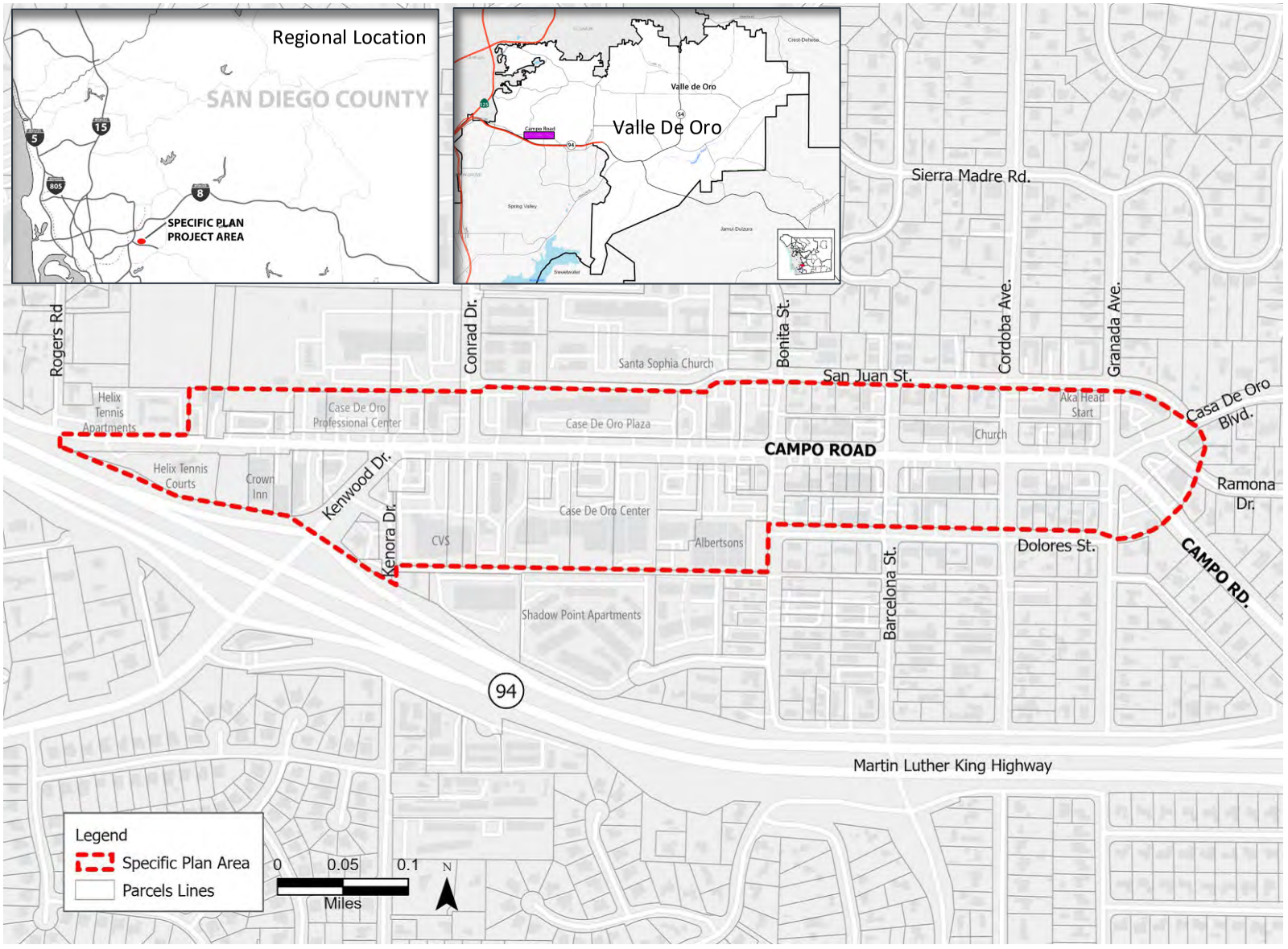
Chapter Contents

1.1 Introduction

The Campo Road Corridor Revitalization Specific Plan referred to as the Specific Plan, provides guidance for the future development of the Campo Road Commercial Corridor (Corridor), which lies within the community of Casa de Oro. The Specific Plan covers a 60-acre area (40 acres excluding roads and rights-of-way) centered on Campo Road between Rogers Road and Granada Avenue and serves as the commercial and civic center of the Casa de Oro community. The Specific Plan area primarily encompasses the commercial area extending one block north and south of Campo Road (**Figure 1-1**). The Corridor is located within the Valle de Oro Community Plan Area, which includes the communities of Casa de Oro, Mount Helix, and Rancho San Diego.

The Casa de Oro planning process spanned three phases leading to the Specific Plan preparation. These are referred to as Specific Plan Phases. Specific Plan Phase 1 consisted of existing conditions analysis and identifying key issues and opportunities. Specific Plan Phase 2 included technical analysis and community visioning. Specific Plan Phase 3 is the Specific Plan development stage.

Figure 1-1: Specific Plan Area Location



Source: ESRI, Michael Baker International, Valle de Oro Community Plan

1.2 What Is A Specific Plan?

A specific plan is defined and regulated by the State of California (State Government Code Sections 65450-65457). It combines a policy document (e.g., goals, policies, and strategies) with a regulatory document (zoning ordinance). Specific plans serve as a stand-alone planning document, replacing the county-wide zoning ordinance for the specific plan area. It is a tool that is utilized to implement the General Plan. The specific plan indicates the extent and intensity of the land uses and supporting infrastructure in a given area. Specific plans may be adopted by resolution or ordinance and may be amended as often as necessary. While specific plans may create custom and limited land use for a particular area, they are required to be consistent with the jurisdiction's general plan—in this case, the County of San Diego General Plan.

1.3 Plan Purpose

The purpose of this Specific Plan is to establish the long-term Vision, goals, and strategies, implementing regulations, and implementation plan, including specific actions, priorities, responsible parties, and potential funding sources, to achieve the Vision for the revitalization of the Specific Plan area.

1.4 Consistency with Relevant Planning Documents

The planning process for the development of the Specific Plan included the review of relevant planning documents for consistency with proposed developments. These included the San Diego County General Plan, Valle de Oro Community Plan, County Active Transportation Plan, SANDAG Smart Growth Opportunity Map, SANDAG Regional Transportation Plan (RTP), County of San Diego Zoning Ordinance, and CEQA Regulations. The discussion on consistency is available in the Background Report.

1.5 Plan Organization

The plan is organized into four chapters.

Chapter 1 Introduction

This chapter provides a brief introduction to the Specific Plan and lays out the Vision, Goals, and Strategies, including a strategy diagram for the implementation of the plan. The chapter also provides guidance for the usability of the document by various groups of people- landowners and residents in the Specific Plan, developers, the general public, and County Staff.

Chapter 2 Development and Mobility Plan

This chapter details the Development and Mobility Plan and discusses elements that affect private property and public realm development. The chapter provides scenarios of development and provides a detailed discussion of strategies laid out in the vision framework in **Chapter 1**. The plan recognizes that public realm improvements might take place incrementally as the funding becomes available and hence provides a transition plan for the redevelopment of Campo Road.

Chapter 3 Development Standards and Design Guidelines

This chapter provides a regulatory framework for the implementation of the plant. The chapter is divided into four parts:

- Part 1 provides an overview and includes general provisions that are applicable to all private properties in the Specific Plan area.
- Part 2 provides form-based code by the district.
- Part 3 provides additional design guidelines for private property.
- Part 4 provides design guidelines for the public realm.

Chapter 4 Implementation

This chapter provides a summary of various mechanisms and sources of funding for the implementation of the Specific Plan. It also provides an estimation of planning level cost for the redevelopment of Campo Road based on the roadway reconfiguration plan. The chapter also provides a step-by-step implementation matrix for the Specific Plan to be used by the County, Casa de Oro Alliance, and the future Business Improvement District (BID), Community

Facilities District (CFD) or Enhanced Infrastructure Financing Districts (EIFDs).

1.6 Plan Administration

The Specific Plan will take precedence over the County Zoning Ordinance for the Specific Plan area. One of the major improvements compared to the existing approval process includes the granting of an exemption from the discretionary Site Plan Permit requirement provided it is determined by the Zoning Officer (ZO) that all the Objective Design Standards in Chapter 3 have been met and it is determined during the initial consultation that there are no CEQA impacts or request for higher density. The approval process is explained in detail in **Chapter 3 under Section 3.1.4**. Where the Specific Plan is silent, the provisions of the County Zoning Ordinance shall prevail, including review and permitting procedures.

Any amendments to the Specific Plan will follow the California Government Code Section 65453.

1.7 How To Use This Document?

A specific plan is used by a variety of people ranging from the general public that are curious about the development of the area, landowners, businesses or residents in the Specific Plan vicinity that are directly impacted by the changes taking place, developers interested in the area, architects, designers, building contractors that will redevelop properties within the Specific Plan area, and the County Staff that will implement the plan.

- ***Residents, property owners, and other groups of people*** *who are curious about the changes* envisioned in the area are encouraged to review **Chapters 1 and 2**. Property owners can also review **Chapter 3** to understand what is and what is not allowed in the Specific Plan area in regard to land uses and development standards.
- ***Property developers, architects, designers, and building contractors*** should first review **Chapter 1** to understand the overall Vision and goals of the Specific Plan. They should also review **Chapter 3**, Development Standard and Design Guidelines sections. It is also recommended to review **Chapter 2**, Development and Mobility Plan, which discusses the strategies to implement the Vision in greater depth.
- ***Property and business owners and stakeholders*** interested in forming a future BID or CFD should review **Chapters 1, 2, and 4** of the document.
- ***County staff reviewing the project proposals*** should utilize **Chapters 1, 2, and 3** to ensure projects comply with the Vision, strategies to achieve the Vision and development standards of the Specific Plan.
- ***County staff involved with the implementation of the public realm*** should review **Chapters 1 and 2** of the document. The staff should also review **Chapter 4** to review recommended mechanisms and sources for funding and implementation plan.
- ***County staff that will work with property owners and businesses in the area*** and acts as a conduit between the property owners, businesses, and the County should review **Chapters 1, 2, and 4**. The implementation matrix in **Chapter 4** will provide a step-by-step pathway to implementing the plan.

1.8 Community Visioning Results

Robust public engagement throughout Specific Plan Phases 1, 2, and 3 resulted in the emergence of several themes that led to the development of the overall Vision for the Corridor. These included:

- Emphasize increased walkability, bikeability, and transportation safety.
- Incorporate trees, landscaping, and open space throughout the Corridor.
- Improve aesthetics through façade improvements, encourage building patterns that promote walkability, and create a sense of place and community identity.
- Support existing businesses and attract a mix of vibrant restaurants and boutique shops that will enhance the character of the community.
- Incorporate arts and culture into the community through public murals, events, and galleries.
- Facilitate a strong sense of identity through signage and visual elements.

The public engagement is summarized in the **Background Report**, with details in **Appendix A** of the **Background Report**. **Figure 1-2** shows some examples of public engagement efforts.

Figure 1-2: Community Engagement

Phase 2- 2019 Annual Casa de Oro Fall

Phase 2- 2020 Community Workshop

Source: Michael Baker International

1.9 Vision, Goals, and Strategies

The Vision Framework in **Figure 1-3** provides a hierarchal arrangement of Vision, Goals, and Strategies for the Specific Plan. The Vision Statement is intended to provide overall context and guidance for the County, developers, business owners, and residents as the Corridor redevelops. It was crafted based on extensive community input, best practice research, and an examination of the existing conditions and constraints of the Corridor.

Goals are topical statements of broad direction and philosophy, while strategies are action-oriented statements to help realize the goals. It is possible that one strategy may help achieve multiple goals. These strategies are explained in detail in **Chapter 2** of this plan. **Figure 1-4** provides an overview of the locations of the suggested strategies.

1.10 How Does this Plan Affect Me?

The Specific Plan sets the Vision, regulation, and implementation plan for the development of public land and private property. The plan will be implemented by the County and by private property owners through many decisions and actions affecting both public and private lands.

Improvement of the public lands will consist of the road and public rights-of-way, especially the transformation of Campo Road. Campo Road's reconfiguration is considered the primary catalyst to attract private investment that will realize the full Vision of the plan. The private investment includes all new improvements to existing and new businesses, buildings, and private property.

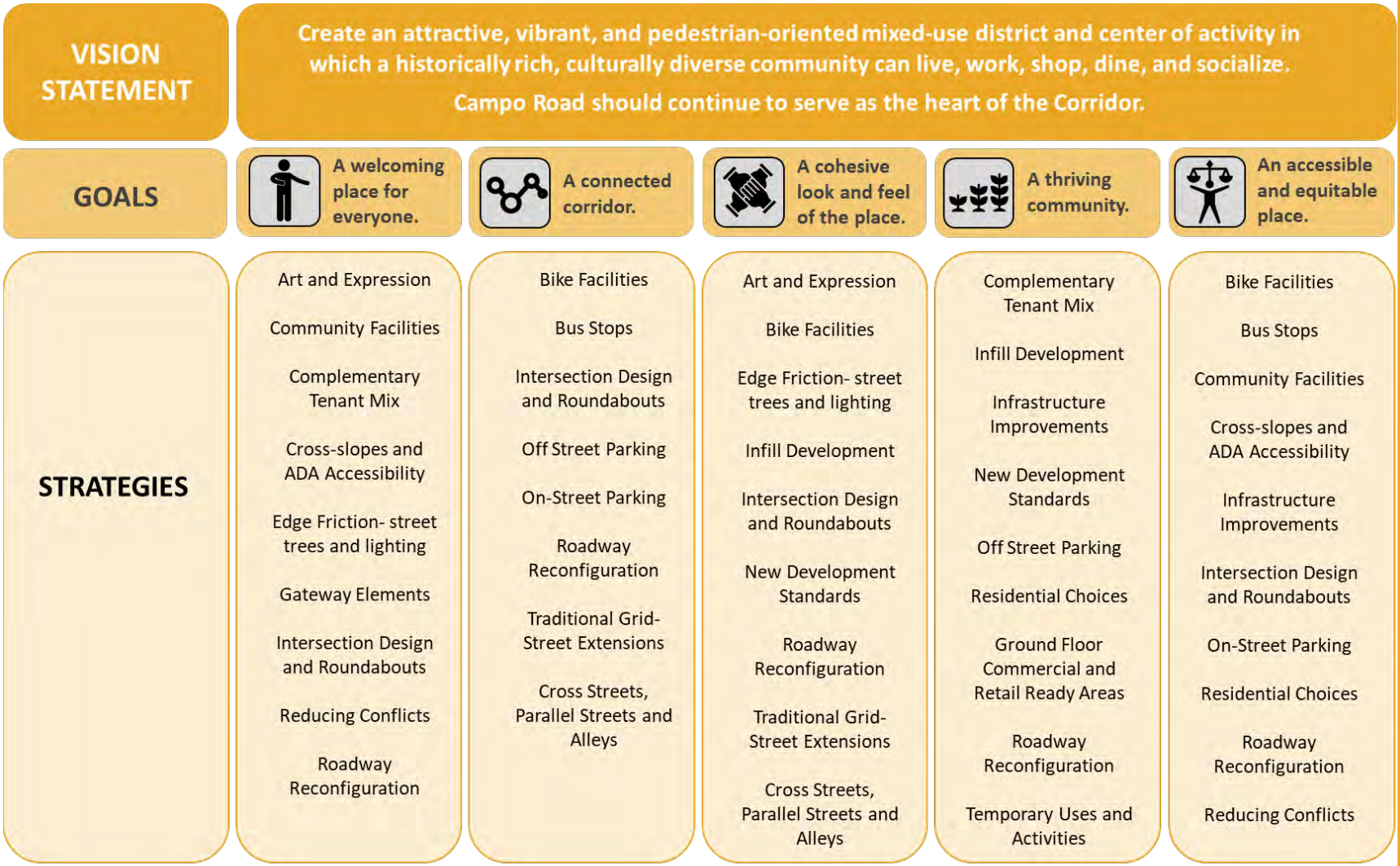
The public land is mainly composed of Campo Road and other roadways in the Specific Plan area. The Specific Plan envisions using the entire 100-foot right of way for the reconfiguration of the roadway and can be implemented in up to three phases.

The reconfiguration of Campo Road will provide for traditional Main Street improvements, including on-street parking, widened continuous sidewalks, street trees and shade, traffic calming, an exclusive, protected bikeway, a center median, bulb-out curb extensions, pedestrian crossings, and other improved intersection controls such as roundabouts. The road development will focus on creating a multimodal corridor design that facilitates the flow of traffic as well as encourages pedestrians and bicyclists to use the Corridor.

Private properties will benefit from the public improvements. Some property and business owners may be affected by the equitable closure and consolidation of driveways through the phases in order to improve the function and safety of the Corridor.

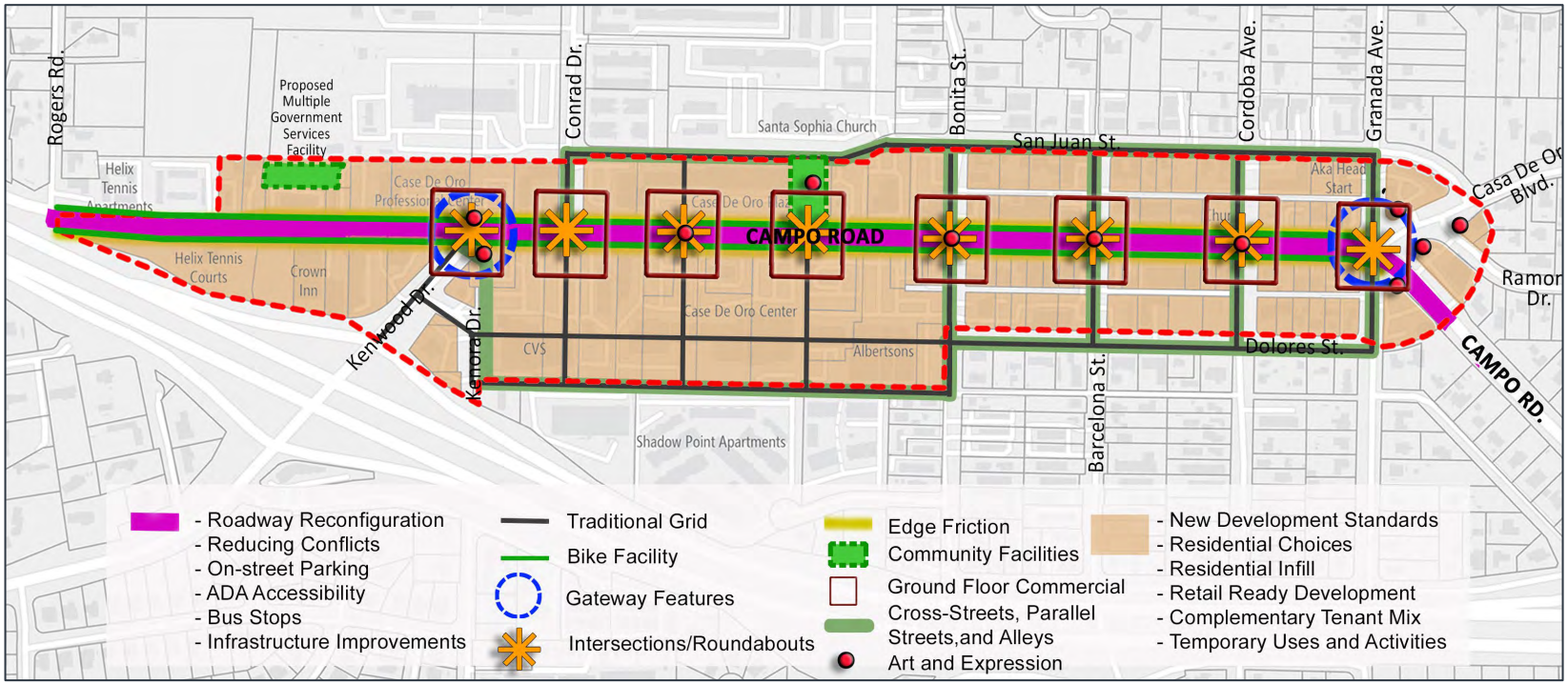
Improvements to existing structures are allowed in accordance with the provisions of the Zoning Ordinance and the provisions of **Chapter 3** of this Specific Plan. This plan also creates new parking and density-related incentives and a streamlined approval process for new development.

Figure 1-3: Vision Framework



Source: Michael Baker International

Figure 1-4: Overall Strategy Diagram



Source: Michael Baker International

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Chapter 2: Development and Mobility Plan

Chapter Contents

2.1 Introduction

The Development and Mobility Plan discusses the Vision of the Corridor in greater depth and provides details for its implementation. The chapter begins with a discussion of Factors Influencing the Plan that led to the direction of the Specific Plan creation. The Development and Mobility Plan section includes an illustrative plan that depicts the Specific Plan area in its built-out form and provides a list of key features that describe the various proposed improvements along the Corridor. It also lays out the roadway configuration for Campo Road. This section discusses various development scenarios based on the anticipated development along the Corridor. The Strategies section discusses 21 strategies that are listed in **Figure 1-3, Vision Framework** in **Chapter 1** that will help realize the Vision and goals of the Specific Plan. Lastly, the Transition Plan section provides a potential phasing plan for Campo Road construction from the immediate term to its ultimate configuration.

This Development and Mobility Plan is implemented through the development standards and guidelines identified in **Chapter 3, Development Standards and Design Guidelines**. Specific recommended action items with timelines, responsible parties, and potential funding sources are documented in **Chapter 4, Implementation**.

2.2 Factors Influencing The Plan

This Development and Mobility Plan provides for a revitalized, pedestrian-friendly, mixed-use village center with a mix of commercial, office, residential, and public land uses. It is influenced by multiple factors and considerations:

- **Existing Corridor Conditions:** As a part of the existing conditions analysis, a windshield survey of the area was conducted with photo documentation that led to the finding that there are vacancies and underutilized sites in the Specific Plan area. This was later confirmed with commercial real estate reports for specific developments. For example, the Casa de Oro plaza had 12 percent vacancy. In addition, other more modern shopping centers in the vicinity provide competition.

- **Changing Retail Trends:** Global and national trends, including e-commerce, will continue the trend toward contraction, conversion, and replacement of retail space based on market need and could include residential infill, satellite offices, and other commercial uses that require in-person visitation such as restaurants, gyms, spas, salons, etc.

  Retail areas around the country are experiencing a loss of customers to online shopping. Hence, the retailers are reinventing themselves to focus on the immersive and shareable retail experience called "experiential retail," which stimulates customer senses by offering an engaging experience that can't be easily replicated online. Some examples include offering potential customers a virtual reality experience, a spa-like experience for bookstores, or using digital technology (magic mirrors) in beauty or clothing stores to try new looks. The idea is that a retailer offers consumers a chance to buy an experience along with an object or service.

- **Main Street Experience:** The transformation of Campo Road to a "main street" is critical to attracting private investment. It is essential to change the look and function of the Corridor in a way that encourages pedestrian traffic, leading to the increased vibrancy of the area. Slowing traffic through the Corridor is also an important aspect of attracting customers; slower speeds improve pedestrian safety, bring more eyes to the buildings as drivers can more easily see them as they pass by, and make building sites more desirable. The goal is to reinvent Campo Road as a centerpiece of community activity, entertainment, services, convenience, and pride.

- **Residential Demand:** There is a need for additional housing options in the County. For example, singles and young families tend to desire affordable housing closer to work and provide a walkable lifestyle in mixed-use areas. On the other hand, empty nesters want to be mobile and active in their later years, but they won't drive forever and don't want to be dependent on their family members to get around. They also want to find ways to stay in their community without having to care for a large home and yard. The residential development in the Specific Plan area can cater to such groups of people. It can be a primary catalyst and economic engine and support retail in the area. It will also provide affordable living opportunities, a crucial element in resolving the housing crisis in California. Housing located closer to shopping also provides a daily customer base for these businesses to thrive. There are opportunities for residential development in the Specific Plan area on vacant and underutilized lots that can bring new uses with ground-floor retail and several stories of housing on upper floors.

2.3 Strategies

The intention of the Development and Mobility Plan is to create a vibrant, pedestrian-friendly area along Campo Road. Five goals and 21 strategies were listed in order to achieve this Vision. These strategies are discussed in the following pages. Each strategy includes a strategy location map and icons of the goals that are achieved by implementing the strategy. To walk the reader through the reason behind choosing the strategy and the process of implementing it, the discussion is divided into three sections: *Intent, Why?, and How?*

Figure 2-1: Development and Mobility Plan (Looking West)

Source: Michael Baker International, Safdie Rabines Architect, KTUA

2.3.1 New Development Standards

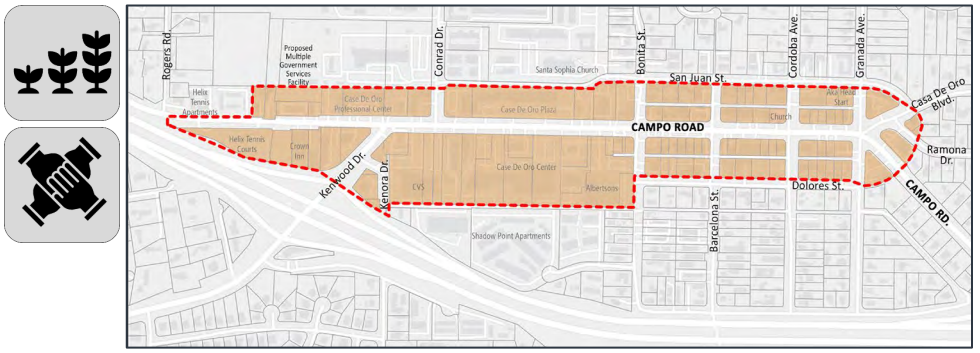
Intent

Establish flexible development standards that reflect community goals and design preferences, as well as allow and encourage a mix of land uses and businesses that attract a variety of visitors and users.

Why?

New development standards that encourage the development of a "main street" environment are an essential part of transforming the Vision into reality. At present, the vast majority of the Specific Plan area is zoned C-36 (General Commercial). This zone primarily allows for commercial development, with residential allowed as a secondary use. Residential may only take up to half the useable square footage of a structure/lot as a secondary use. A vertical mixed-use (generally envisioned as a ground-floor commercial with residential units above) would restrict almost all mixed-use development in the Specific Plan area to two stories in height. Additionally, the existing 50-foot required front setback precludes development from large portions of existing lots, significantly reducing the amount of usable space on each lot and discouraging pedestrian traffic. Also, the minimum required parking is much higher than actual usage (refer to **Background Report Appendix C Parking Study**). There is no usable open space required for residential units at present, as a majority of the Specific Plan area is zoned commercial.

Figure 2-2: Strategy Location and Related Goals



Source: Michael Baker International

How?

The standards in **Chapter 3, Development Standards and Design Guidelines**, will replace the current zoning in the area and include the following:

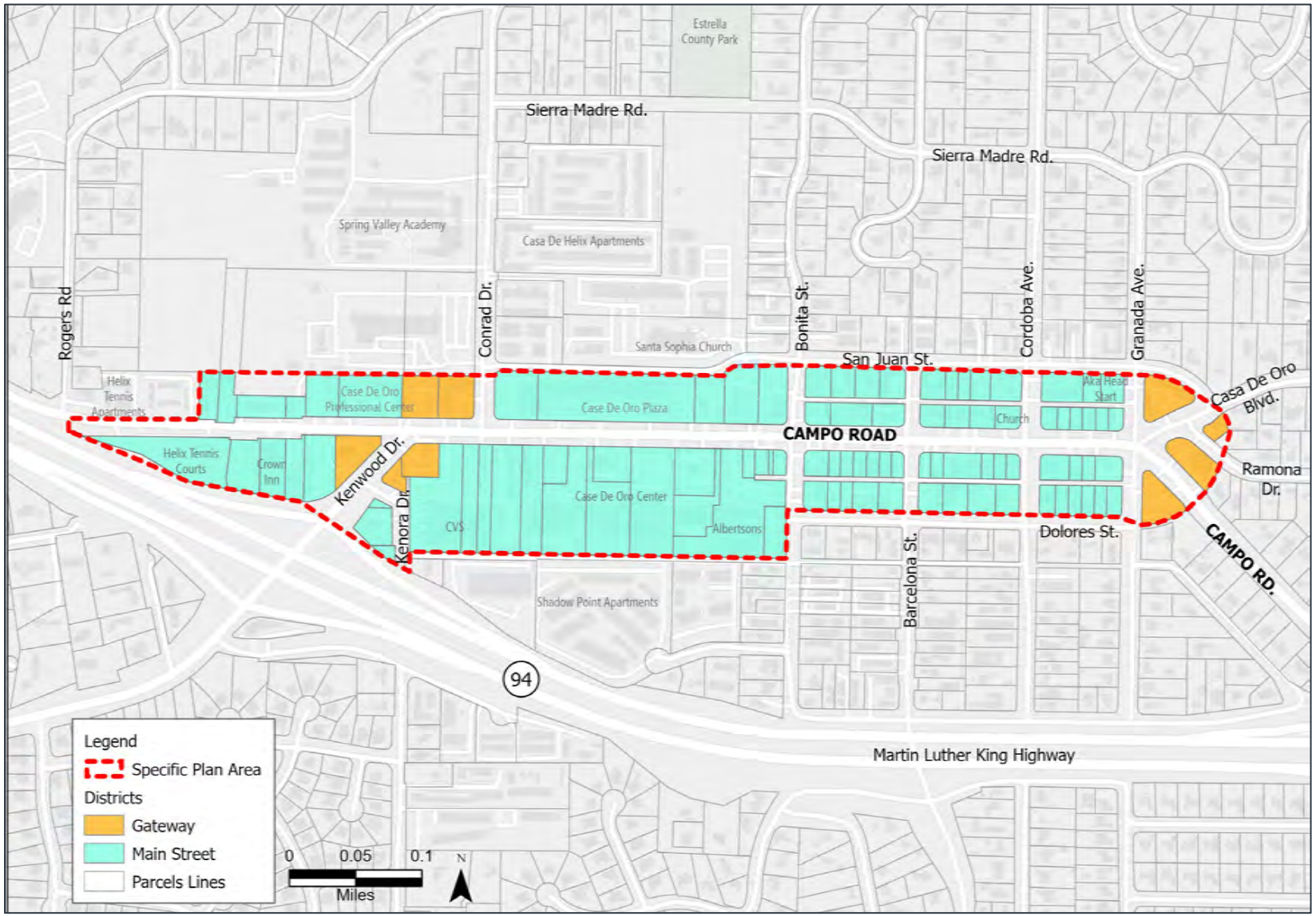
- Allowing mixed-use development
- Reducing parking minimums
- Allowing residential infill development
- Allowing building heights of two to five stories
- Reducing building setbacks in order to build closer to street

The development standards also divide the Specific Plan area into two distinct districts (see **Figure 2-3**) based on community feedback, existing conditions such as existing lot configuration, current land uses, and/or planned assets. These are:

- Main Street District
- Gateway District

Each District is envisioned as having a different but cohesive character. The distinction is made by the difference in land uses and urban form that would best meet the community's needs and Vision for the area as identified by various public engagement workshops and discussions with the County staff. The distinct character of each District is implemented by development standards and guidelines in **Chapter 3**.

Figure 2-3: Districts in Specific Plan Area



Source: ESRI, San Diego County GIS, Michael Baker International

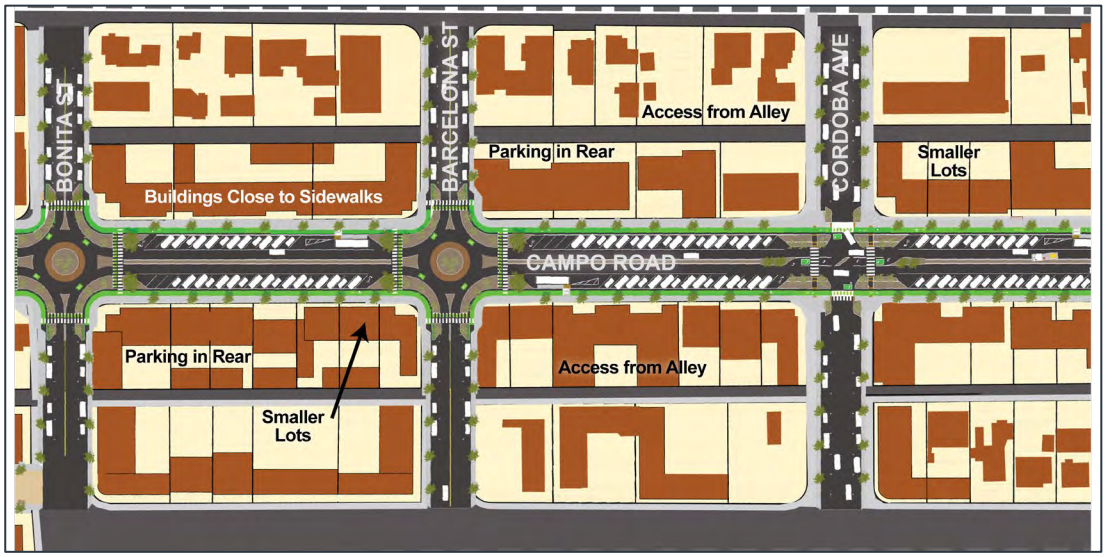
Main Street District

The Main Street District is characterized by buildings adjacent to the sidewalk and having a mix of uses. It is located north and south of Campo Road except in the area covered by Gateway District (**Figure 2-3**). Building heights are anticipated to range between two and four stories in height.

The Main Street District is characterized by active ground-floor retail. The upper floors are envisioned to be residential, though other non-residential uses such as offices are allowed (see examples in **Figure 2-6**). However, it can accommodate both commercial and residential uses on the ground floor based on market demand. This is explained in the **2.3.3 Commercial Ground Floor** section of this chapter.

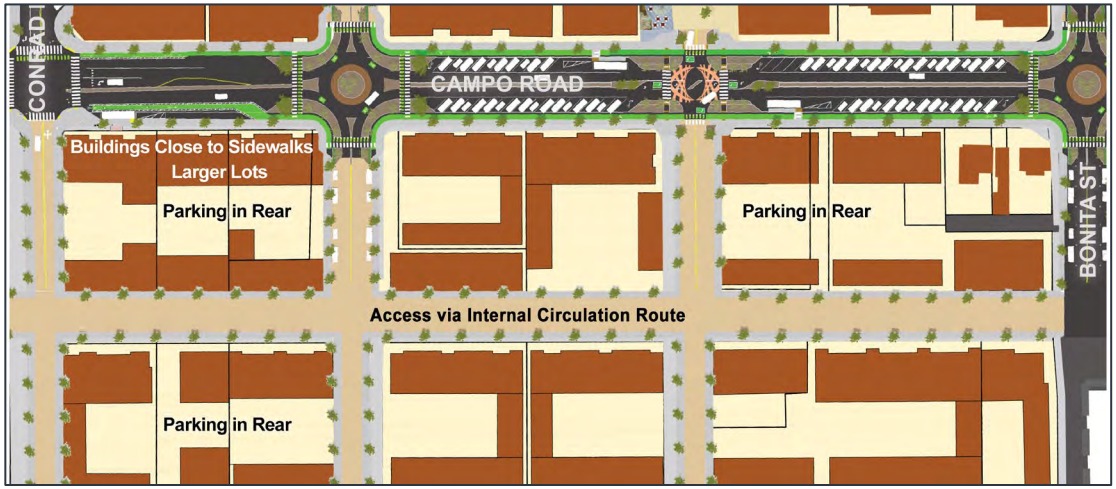
The area east of Bonita Street is already characterized by small parcels and multiple landowners. Parking is located behind the buildings and on Campo Road, creating an active street frontage (**Figure 2-4)**. The area west of Bonita Street is characterized by large parcels. This area is proposed to be redeveloped with a traditional grid block and street pattern, similar to the area in the east, to encourage pedestrian activity. However, even after creating a smaller street grid, the parcel size in this area is large compared to the east of Bonita Street. The depth of these parcels allows for buildings with larger footprints and widths, which is desirable for larger stores and office buildings. This larger parcel size allows for a variety of redevelopment, from infill along Campo Road to taller residential buildings set back from the roadway, as seen in **Figure 2-5**. The parking is situated behind the buildings.

Figure 2-4: Potential Main Street District Layout (East of Bonita Street)



Source: Michael Baker International, Safdie Rabines Architect, KTUA

Figure 2-5: Potential Main Street District Layout (West of Bonita Street)



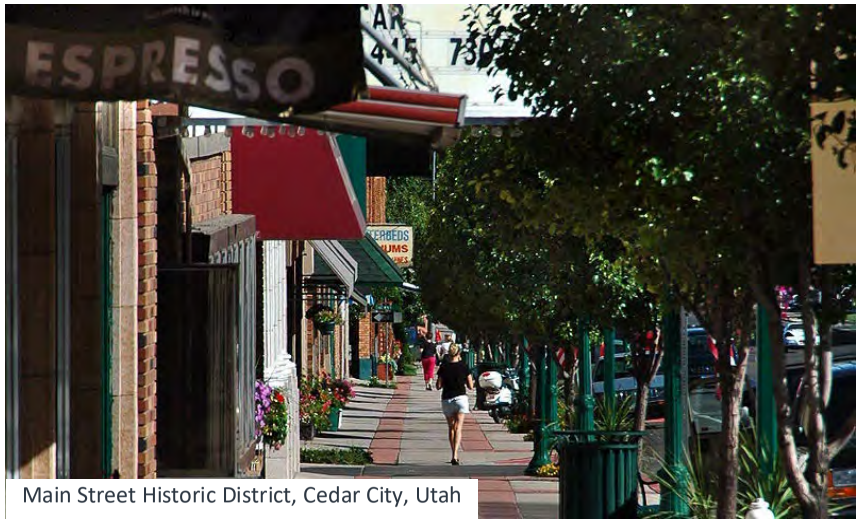
Source: Michael Baker International, Safdie Rabines Architect, KTUA

Figure 2-6: Main Street District Character Examples

San Pedro Square, San Jose

Block C, North City, San Marcos

1220 Cleveland Street, San Diego



Main Street Historic District, Cedar City, Utah

Source: Google Earth

Gateway District

The Gateway District consists of parcels at the major entrances to the Corridor at the intersections of Campo Road with Kenwood Drive and Granada Avenue (refer to **Figure 2-3**). The intent is to provide a distinct feeling of entering the Specific Plan area using gateway features, signage, and an enhanced public realm, as seen in **Figure 2-7**. The intensity of development in the parcels identified as the Gateway District is reduced compared to the Main Street District to keep the focus on these gateway features. Also, the ability to develop land within this District would be restricted by irregularly shaped lots and adjacency to existing complex intersections and residential uses (see **Figure 2-8**) as discussed in **Section 2.3.10 Intersection Design and Roundabouts.**

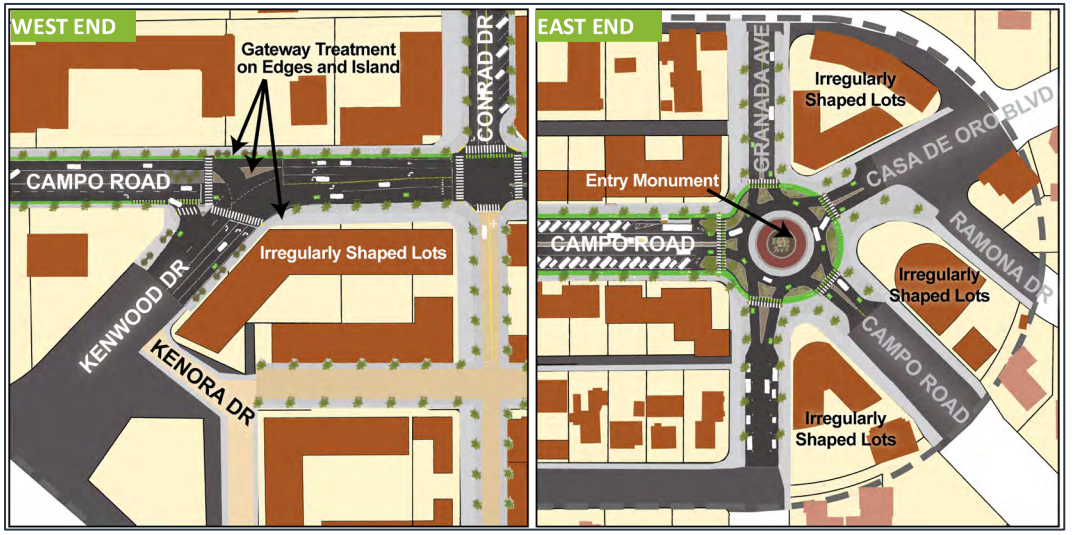
The Gateway District offers the ability to enhance the entrance to the Corridor by creating a sense of place and belonging for residents and visitors alike. This is primarily done by public realm improvements and signage. For example, the eastern gateway with a roundabout could have a water feature or a sculpture coupled with enhanced pavement and signage. Similarly, the western gateway could have vertical art treatments along the edges and triangular islands. These are explained further in **Section 2.3.13 Gateway Elements**.

Figure 2-7: Gateway District Character Example

San Diego's Balboa Park Plaza de Panama

Source: Fox5 San Diego

Figure 2-8: Potential Gateway Layout



Source: Michael Baker International, Safdie Rabines Architect, KTUA

2.3.2 Residential Choices

Intent

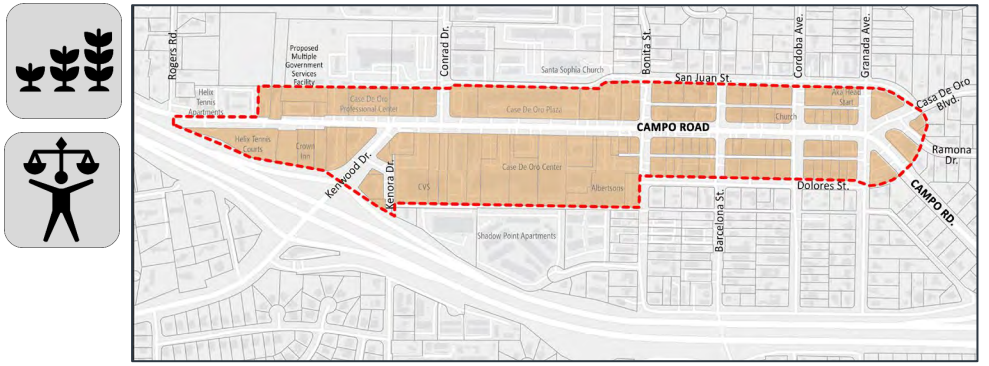
Provide residential choices that meet housing needs for a variety of demographics, including elderly and young families.

Why?

Approximately 600 to 1,450 new dwelling units could potentially be proposed and built in the future with the new development standards proposed in the Specific Plan area, as shown in **Table 2-2**. The development of residential will help attract retail in the area, as residents will supply the daily customer traffic needed to sustain the retail uses, including restaurants and bars. The presence of residential will change the character of the area into a complete mixed-use community.

There are 7,249 existing residential housing units in the Casa De Oro area. However, most of the housing is single-family housing. There is a small percentage of multi-family housing, which is mostly concentrated near or along Campo Road. Of the total floor area (approximately 750,000 square feet) in the Specific Plan area, only 7 percent is multi-family housing. A mix of incomes and new high-density and mixed-use housing types is desirable to meet housing for a variety of demographics such as the elderly and young families. There is also a critical shortage of affordable multi-family housing in San Diego County, similar to the rest of the state. The Specific Plan area is in a position to satisfy part of the needed housing stock to fulfill a variety of needs.

Figure 2-9: Strategy Location and Related Goals

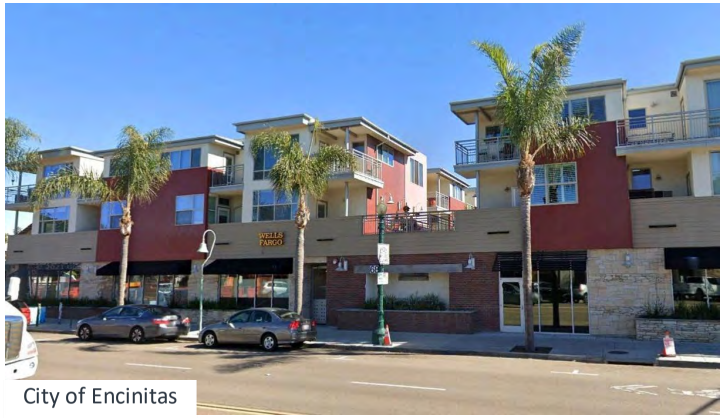


Source: Michael Baker International

How?

The development standards allow for a mixed-use development that includes housing. Concentrating on multi-family residential via mixed-use development projects will help to create a vibrant neighborhood along Campo Road due to mutually supportive uses and to assist in filling the demand for much-needed housing in the County.

Figure 2-10: Images from February 2020 Community Visioning Workshop



City of Encinitas

City of San Diego

Source: Google Earth

2.3.3 Commercial Ground Floor and Retail-Ready Areas

Intent?

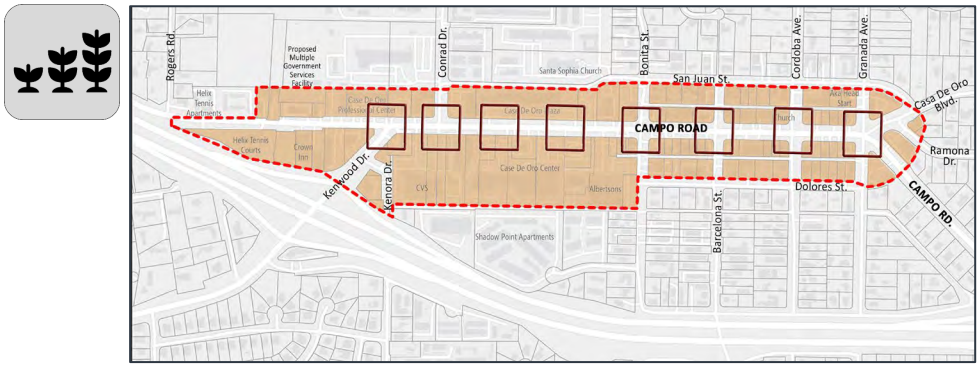
Preserve commercial development in the area while reducing vacancy based on market demand as well as restricting the uses to commercial in certain key locations.

Why?

Ideally, main street environments have thriving ground-floor commercial uses in order to create a vibrant environment. However, many areas across the country that strictly require ground-floor commercial uses in their mixed-use districts face high vacancy rates due to market conditions that are currently unable to support as much retail as available space. This can adversely affect the main street environment and can result in a significant financial loss for the property owner and community. The presence of vacant spaces can also discourage prospective developers from private investment in an area. Extended vacancies and retail space in excess of strong market demand lead to lower lease rates.

At the same time, certain key locations at the street intersection should be restricted to commercial as these are high opportunity and high visibility areas.

Figure 2-11: Strategy Location and Related Goals



Source: Michael Baker International

How?

Communities have used an innovative approach of creating flexible ground-floor space that allows residential or non-commercial use of the space until there is market demand for commercial use. The height requirement for the ground floor in such areas is in accordance with commercial use rather than residential use to allow for the flexibility of space conversion. However, developments with flexible spaces will also need to consider the privacy of residential units on the ground floor. Most people will not be keen on occupying a space that passers-by can look into. Privacy to residential units can be provided by elevating the residential units from the sidewalk level (See **Figure 2-12)**.

The Specific Plan calls for flexible ground-floor space called "Retail Ready Ground Floor" along the entire Corridor except for in certain key locations along Campo Road. These locations are the intersections of Campo Road with Conrad Drive, Bonita Street, and Granada Avenue. The development standards for these areas are provided in **Chapter 3 under Section 3.5.C Ground Floor Commercial and Retail Ready Areas**

Ground-floor residential would also be allowed outside of the Retail-Ready areas off Campo Road and on side streets.

Figure 2-12: Flexible Space - Elevated Ground Floor Residential- City of San Diego

Source: Michael Baker International

2.3.4 Infill Development

Intent

Utilize unused and underutilized lands within existing development patterns and help create a cohesive look for the Corridor.

Why?

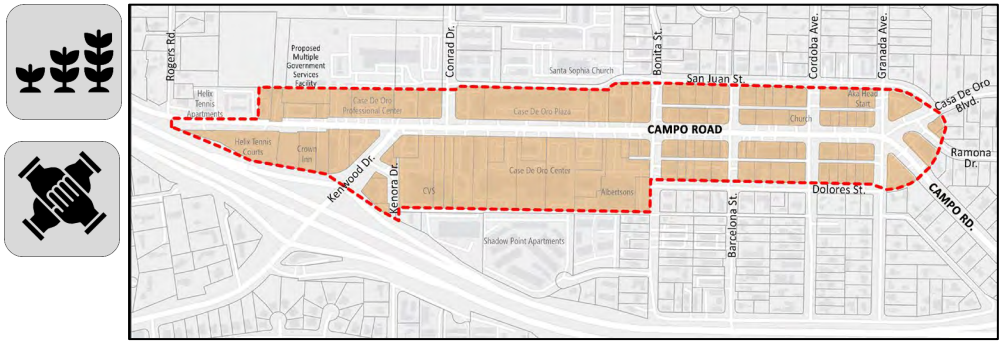
Infill development uses land within an existing property that is either unutilized or underutilized for development and can potently reduce the cost of providing infrastructure sewerage and water systems, as well as other utilities, streets and other transportation facilities, schools, and parks relative to a similar project in an undeveloped area. It can provide the much-needed residential choices discussed in **Section 2.3.2.** Infill development can also help hide large surface parking lots and make the area pedestrian-friendly and look and feel cohesive to the passers-by. Infill development can also reduce development pressure on outlying areas, helping to protect lands that serve important ecological functions.

How?

Development may occur as infill development in addition to complete redevelopment. New projects can fit within the limits of an existing development with relatively minimal displacement of existing structures or parking. This is allowed per **Chapter 3** as long as the total floor area ratio does not exceed the allowable limit for the parcel.

The parking section of the Specific Plan proposes modernizing parking standards to suit mixed-use areas. This is essentially done by reducing minimum parking standards to recommended standards. This reduction can free up valuable land for infill development.

Figure 2-13: Strategy Location and Related Goals



Source: Michael Baker International

Figure 2-14: Infill Development - Denver, Colorado

Source: Wikimedia, https://commons.wikimedia.org/wiki/File:Infill_(23744767050).jpg

Older buildings and obsolete development designs may be partially or entirely redeveloped.

2.3.5 Complementary Tenant Mix

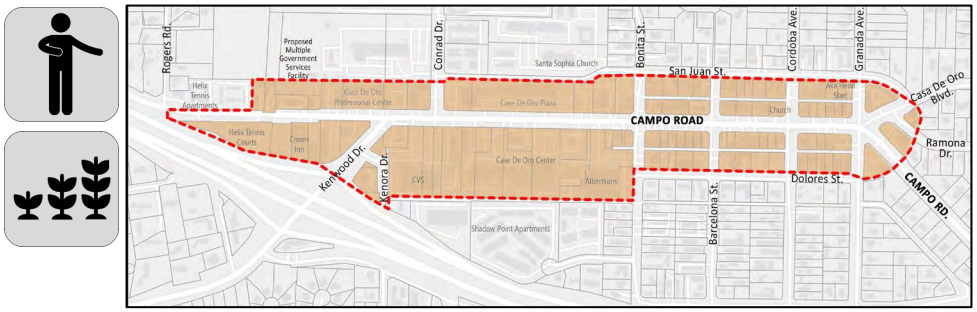
Intent

Allow a mix of uses that attracts people of diverse backgrounds and ages.

Why?

The current mix of uses along Campo Road doesn't create a synergy among tenants to maximize foot traffic that increases sales and contributes to the vibrancy of the Specific Plan Area. Many uses along Campo Road today do not align with the Vision of a pedestrian-oriented, walkable, and bike-friendly design. A complimentary tenant mix reduces over-concentration on one used in the area and can be a major factor in tenant retention as well as the overall desirability of the property for future tenants.

Figure 2-15: Strategy Location and Related Goals



Source: Michael Baker International

How?

The Specific Plan is designed to facilitate investment in new uses and developments that will create a healthier environment. The traditional development patterns with mixed-use buildings and active street frontages around the full perimeter of the block will create a greater level of observation and public safety that are important in attracting uses that cater to diverse populations and ages, as seen in **Figure 2-16**.

Figure 2-16: Active Street Fronts

Source: Michael Baker International

2.3.6 Community Facilities

Intent

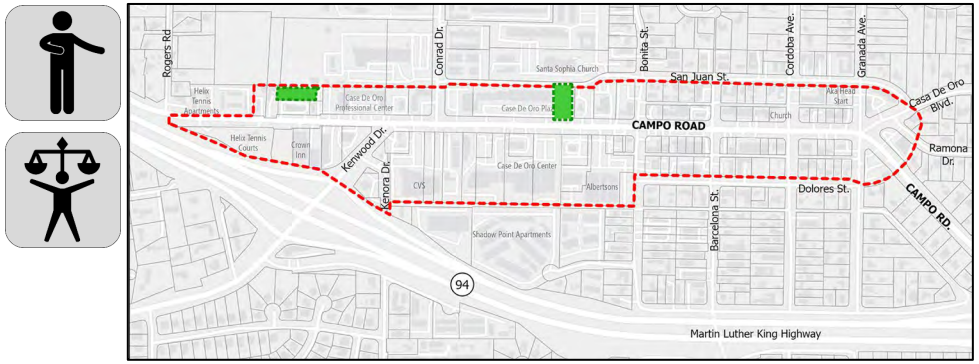
Create a large gathering space in the Specific Plan area as well as allow for the creation of small gathering spaces as new development occurs.

Why?

A large community gathering space can bring the community together. This is the memorable "place" that ties together all activities—where visitors take photos, that residents use as a meeting point when making plans with friends, and where outdoor events and special programs are held. It should be located centrally and easily accessible by multiple modes, particularly for pedestrians and bicyclists. Establishing a central plaza or park also sets up great views leading to the surrounding development and creates sightlines that orient visitors through the Corridor. This is one of the important elements that can transform the area. The Casa de Oro community has expressed a clear and recurring desire for a centralized community meeting place throughout each Specific Plan phase. A common space to gather and celebrate can be a differentiating feature and can strengthen the identity of Casa de Oro.

Additionally, a series of smaller open spaces can provide shade, seating, and space to stop for a break. Such spaces invite all users to enjoy the area, whether they enjoy a snack from a shop, walk a dog, entertain children, run errands, or simply enjoy the day, thus contributing to the vibrancy of the area.

Figure 2-17: Strategy Location and Related Goals



Source: Michael Baker International

It should also be noted that Estrella Park on the north side of Campo Road is additional open space in the vicinity of the Specific Plan Area and can be connected to the area, Santa Sophia.

How?

The Specific Plan is designed to restart the normal incremental and constant cycle of investment and continuous improvement. One way of doing this is to incentivize the creation of community facilities throughout the Specific Plan area. The Specific Plan establishes a Community Space Program discussed in **Chapter 3, Section 3.1.5 Community Space Program.** It documents the allowed increase in the number of stories and floor area ratio (FAR) for projects that meet one or more community objectives to create a central community gathering space. The idea is to provide incentives to the developer and offset the cost of providing community facilities and a pedestrian-friendly urban form.

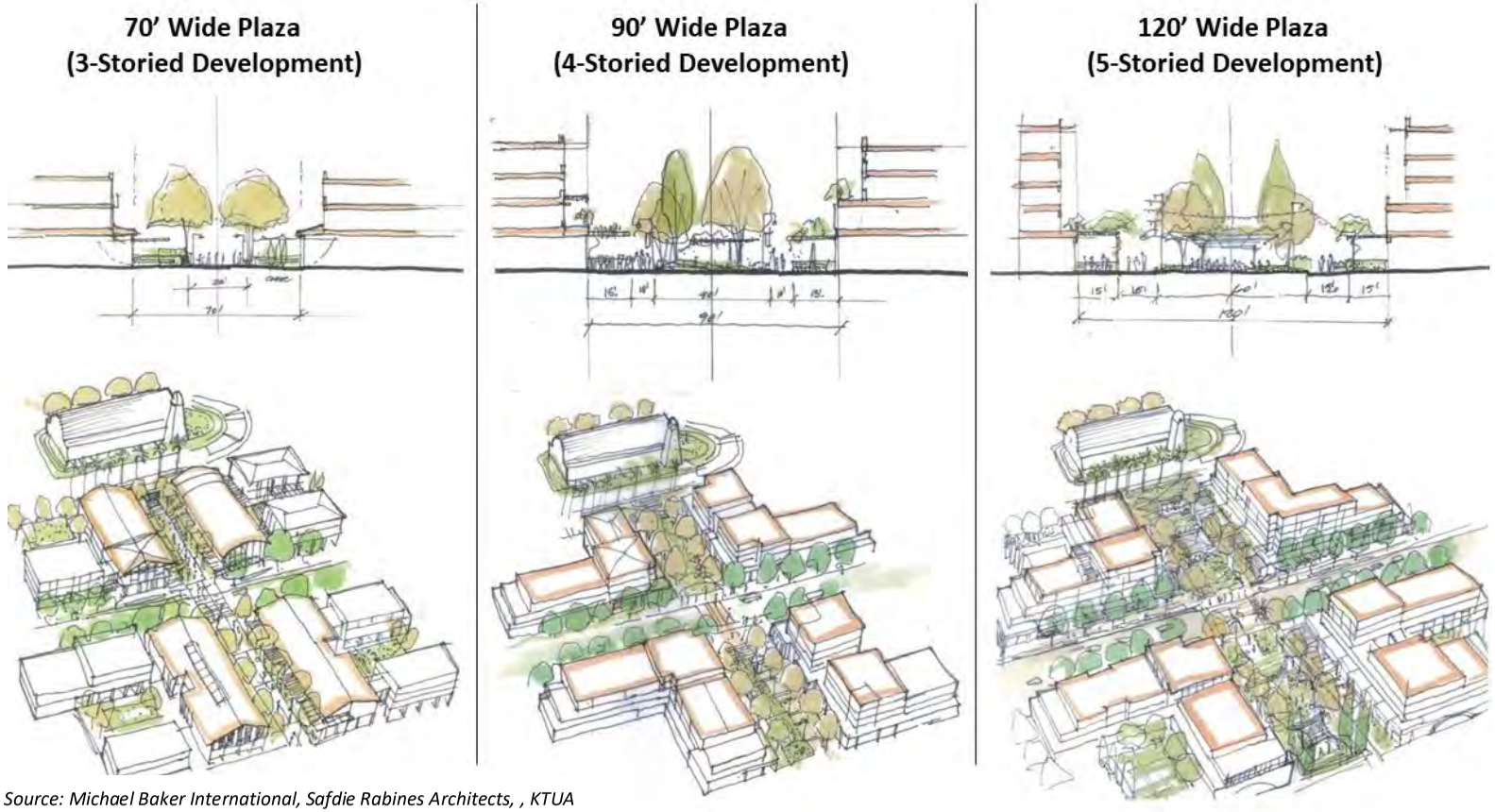
The Specific Plan provides opportunities to develop a variety of spaces for the public to gather, relax, and play. These include street edges and building frontages within the public right-of-way and areas on private property designed for public use, such as paseos and plazas.

Figure 2-18 illustrates how additional height and FAR could be used as incentives for a private development to create meaningful community spaces.

- 70-foot-wide paseo with typical 3-story development
- 90-foot-wide courtyard might be possible by shifting ground-floor space to a fourth-floor
- 120-foot-wide plaza made possible with the design flexibility of additional floor area with five stories

It should be noted that these are illustrative examples.

Figure 2-18: Community Space Program Example



Source: Michael Baker International, Safdie Rabines Architects, , KTUA

Two potential locations off the main street are enhanced plaza areas between Campo Road and Santa Sophia Church and/or adjacent to the proposed Multiple Government Services Facility and the Young Actors' Theatre, west of Kenwood Drive.

A community space near the geographic Center of the Corridor is attractive due to a number of factors:

- High visibility and accessibility
- Ability to draw large volumes of people to the benefit of the businesses
- Visual connections to a strong north-south alignment in this location, including the iconic Santa Sophia Church and ballfield, Estrella County Park, Mount Helix, and Dictionary Hill

The proposed Multiple Government Services Facility creates a physical connection to the Spring Valley Academy ballfields and an opportunity to link and expand the functionality of the new civic institution.

2.3.7 Off-Street Parking

Intent

Develop off-street parking standards and strategies that are conducive to mixed-use, pedestrian-friendly development.

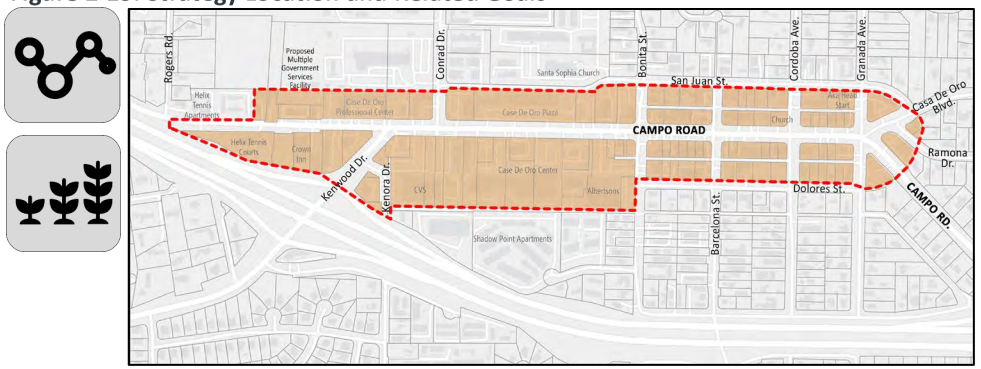
Why?

A parking study for the area was done to understand existing supply and demand and recommend strategies and minimum parking rates for the future. This is documented in **Background Report Appendix C Parking Study**.

The survey of the area identified 1,794 off-street parking spaces and 175 on-street parking spaces for a total of 1,969 parking spaces in the Specific Plan area. This results in a supply ratio of about 3.3 spaces per 1,000 square feet of commercial floor area, compared to the required ratio of 4.5 and 4.0 for office and retail floor area, respectively, per the County Zoning Ordinance. However, the peak parking utilization ratio is far less at 1.6 spaces per 1,000 square feet of commercial floor area, as depicted in **Figure 2-20**, reflecting an actual excess parking supply of 1,069 spaces.

The parking study recommended a reduction of minimum parking standards for various uses.

Figure 2-19: Strategy Location and Related Goals



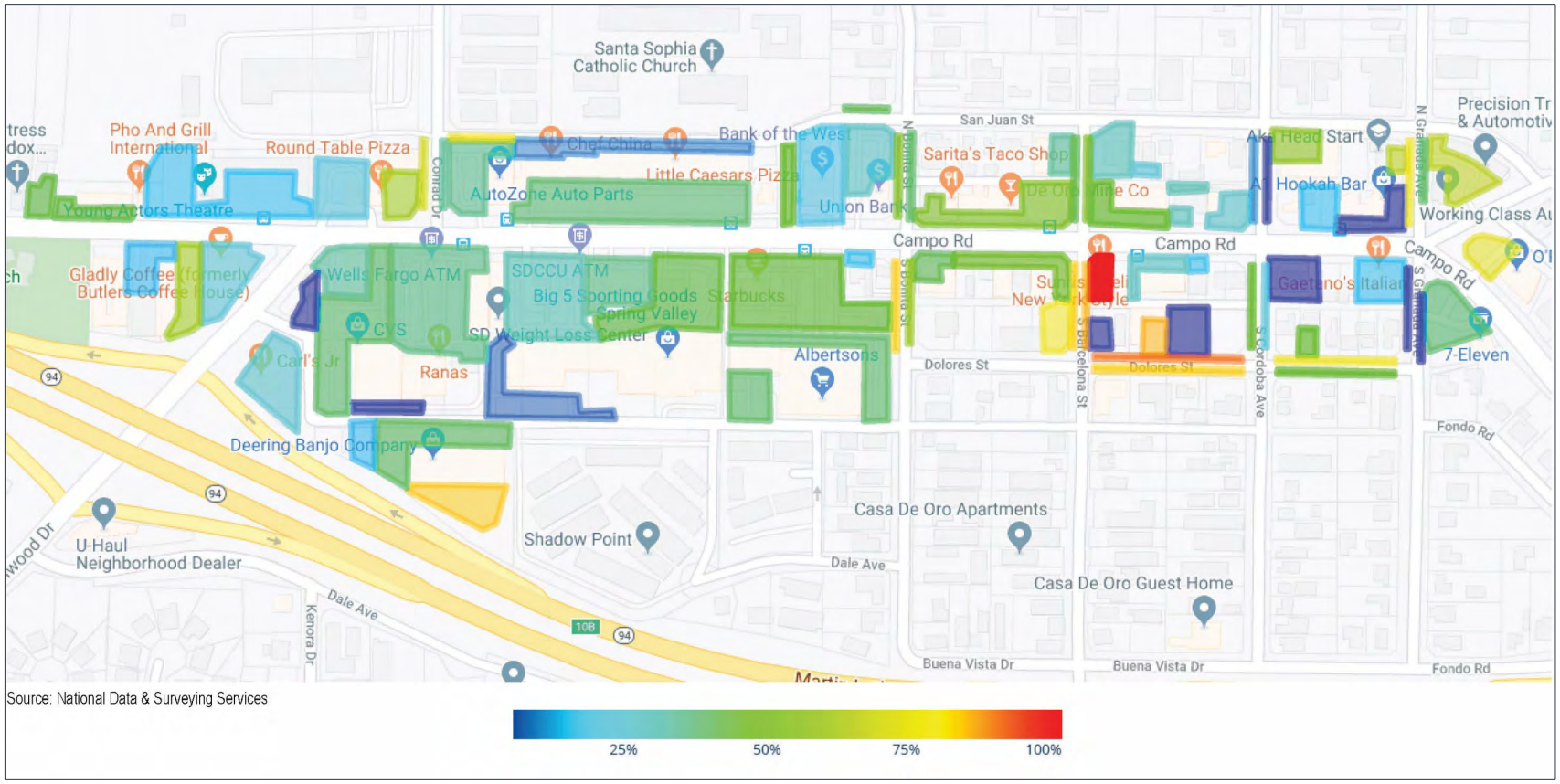
Source: Michael Baker International

How?

Chapter 3, Development Standards and Design Guidelines, Section 3.4.J On-Site Parking Standards, provides new parking rates for various land uses in the Specific Plan area per the recommendation made by the parking study. The parking rates are lower compared to County rates for certain uses and are based on the case studies of actual utilization comparable to other main street locations in the County, such as Carlsbad, Encinitas, Solana Beach, and Bird Rock, as documented in **Background Report Appendix C Parking Study.**

The reduction also considers a "Park-Once " strategy, which accounts for the overlap of visitors and guests who have already parked at one land use and will not generate the need for an additional parking space when they visit/patronize another nearby land use. Changing the urban form as discussed previously—by creating smaller block patterns and a walkable pedestrian environment that lets people see across the street or farther down the block—is essential to parking once and walking from destination to destination. Creating shared parking spaces by connecting properties, as shown in **Figure 2-21,** helps with the Park-Once strategy and creates an opportunity for electric vehicle charging stations to be installed.

Figure 2-20: Parking Utilization



Source: National Data & Surveying Services, Michael Baker International

Figure 2-21: Connecting Divided Parking Lots

Source: Michael Baker International, Safdie Rabines Architects, , KTUA

2.3.8 Temporary Uses and Activities

Intent

Utilize underused parking lots and spaces for temporary uses and activities to contribute to the area's vibrancy.

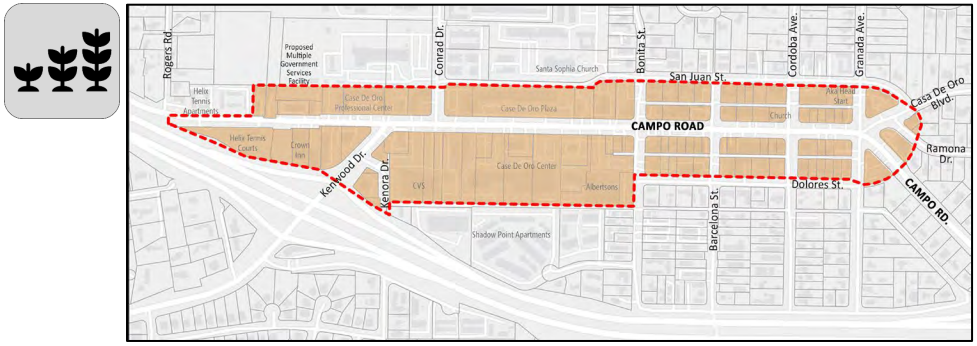
Why?

According to the **Background Report Appendix C Parking Study**, many of the parking lots are underutilized, making them good candidates to support various temporary uses and activities such as local community events, festivals, movies, games, theater, live music, art exhibitions, and outdoor farmers markets. As discussed in the Vision statement, these can spur community engagement and interest and contribute to much-intended vibrancy in the area. Such activities also bring the community together and instill pride and ownership.

How?

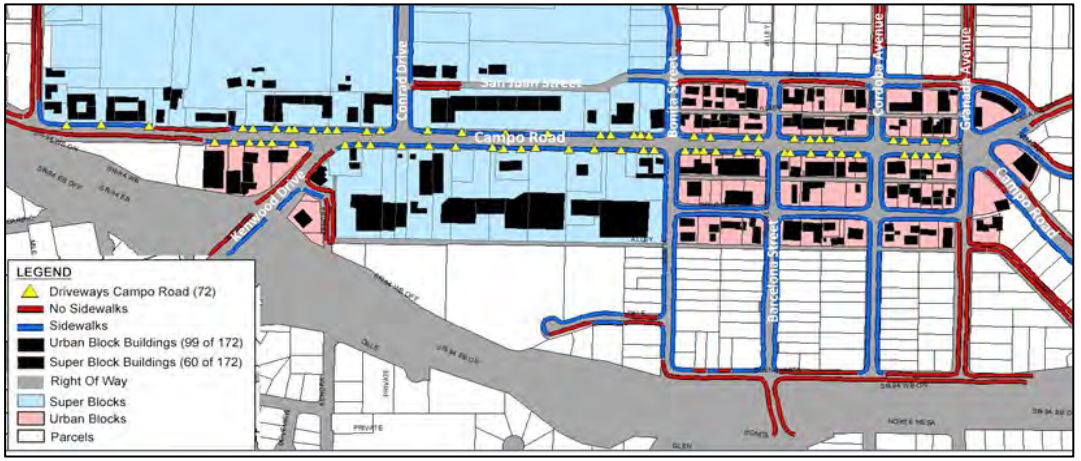
Many improvements can be made with small budgets and dedicated labor efforts by the property owner to achieve notable results. For example, in **Figure 2-23** from Specific Plan Phase 1, the area not covered by building footprints in private property within the Specific Plan area is mainly used for parking or is unused space. Other jurisdictions, including the City of San Diego, have successfully revitalized outdoor areas into thriving community spaces. Food trucks may also expand food options within a community space. These areas host a range of local community events, live music, art exhibitions, and markets. All such uses and activities, including the incorporation of food truck vendors would occur as allowed by and in conformance with applicable County regulatory requirements at the time, including the Planning & Development Services (PDS) and the Department of Environmental Health (refer to **Chapter 3, Section 3.3.2.C- Outdoor Event in Parking Lots**, for the provision of temporary uses and activities).

Figure 2-22: Strategy Location and Related Goals



Source: Michael Baker International

Figure 2-23: Specific Plan Phase 1 Issues and Existing Conditions Documentation



Source: Background Report, Michael Baker International

2.3.9 Roadway Reconfiguration

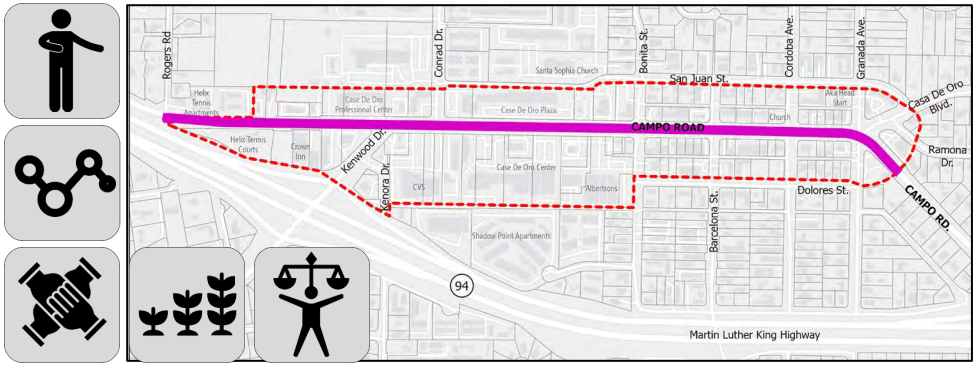
Intent

Reconfigure the available right of way to provide mobility options for all modes and to create meaningful land use and transportation connection.

Why?

The primary aspect of this Specific Plan is to enable a roadway system that supports and connects the current, and future land uses in the Corridor while still providing a reasonable level of traffic capacity traveling through Campo Road within the Specific Plan area. Safety, comfort, economic sustainability, place-making, and universal access can be prioritized with better use and reconfiguration of the roadway. It is also a Board of Supervisors Policy for Complete Streets (Policy- J-38) to consider providing appropriate accommodation for persons of all abilities and using all modes of transportation for a roadway project. This applies to public access to streets for cyclists, pedestrians, and other forms of mobility.

Figure 2-24: Strategy Location and Related Goals

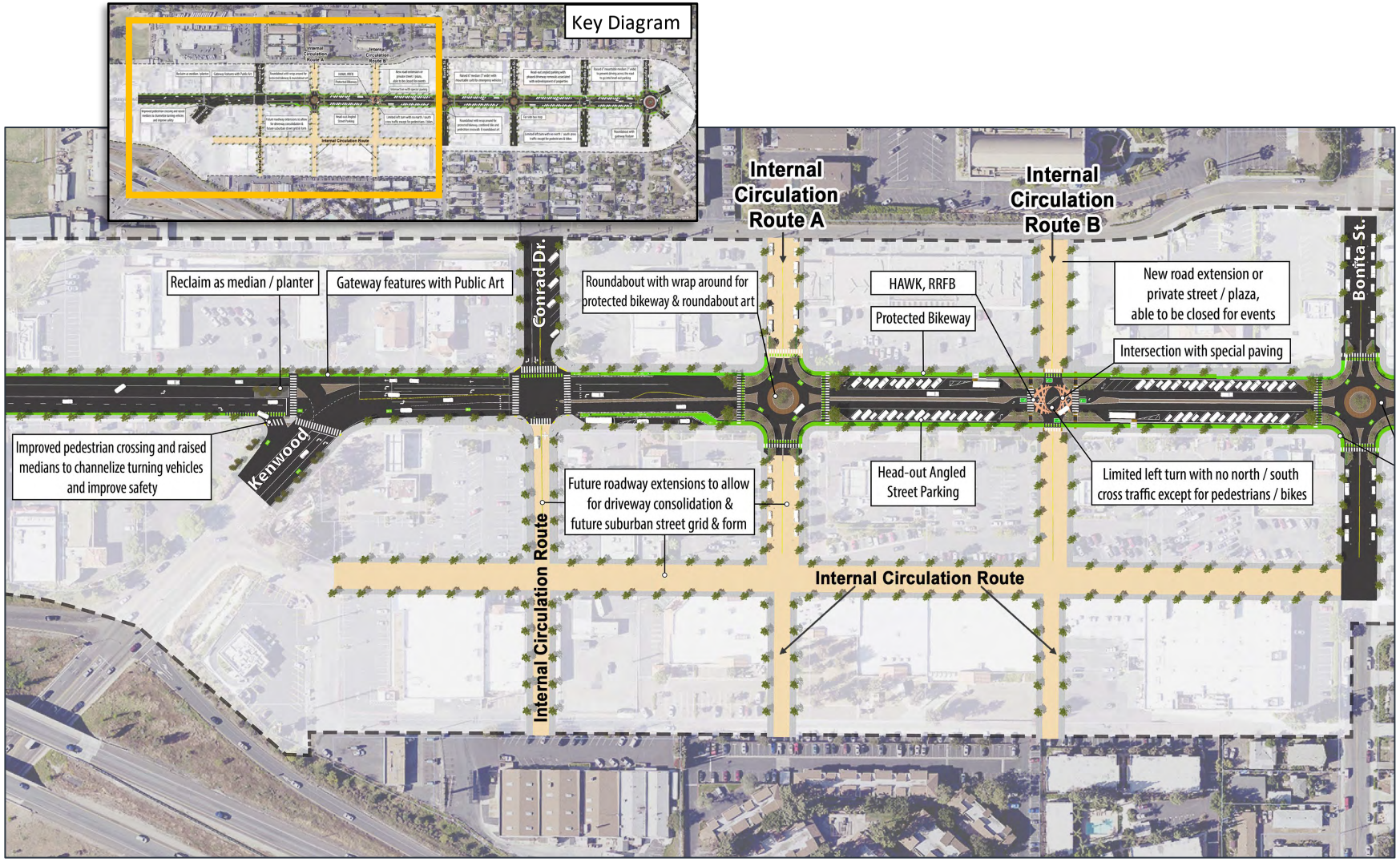


Source: Michael Baker International

How?

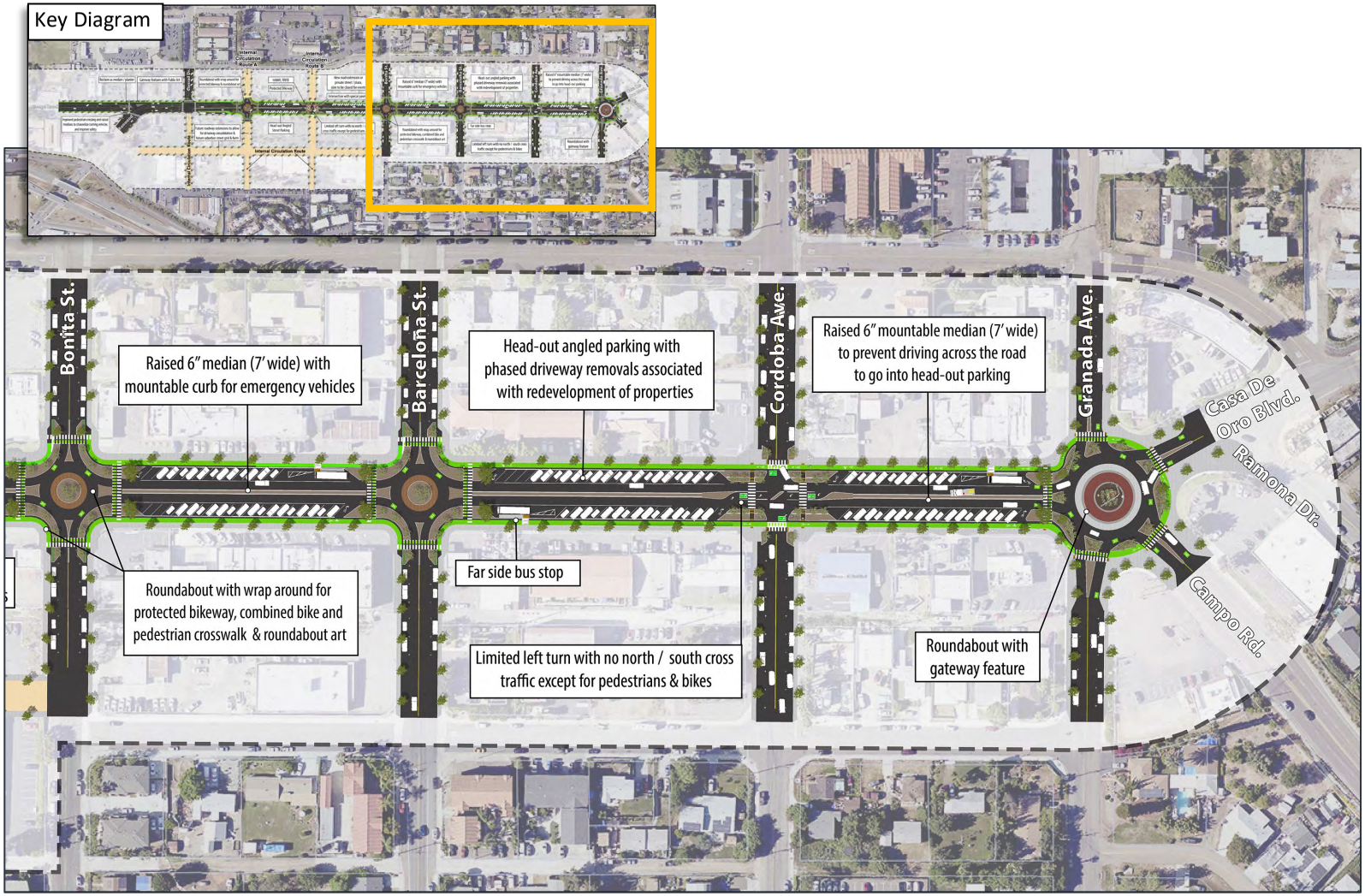
One of the most significant features of the Specific Plan is the reduction of the number of travel lanes on Campo Road from four to two. A reduction in lanes is commonly referred to as a "road diet." Traffic assessments and forecasts indicate that two lanes are adequate to accommodate existing and proposed trips through the Corridor from Granada Avenue to Conrad Drive (refer to **Background Report Appendix B Traffic Assessment Report**). The Conrad Drive to Kenwood Drive segment will remain as four lanes since the intersections of Conrad/Campo and Kenwood/Campo function together, and the turn movements and volumes are best accommodated through traditional signalized control. Following is a detailed discussion of improvements in these two segments as well as along Conrad Drive.

Figure 2-25: Mobility Plan – Campo Road, West End



Source: Michael Baker International, KTUA
Note- HAWK- High-intensity Activated crossWalK beacon, RRFB- Rectangular Rapid-Flashing Beacon

Figure 2-26: Mobility Plan – Campo Road, East End



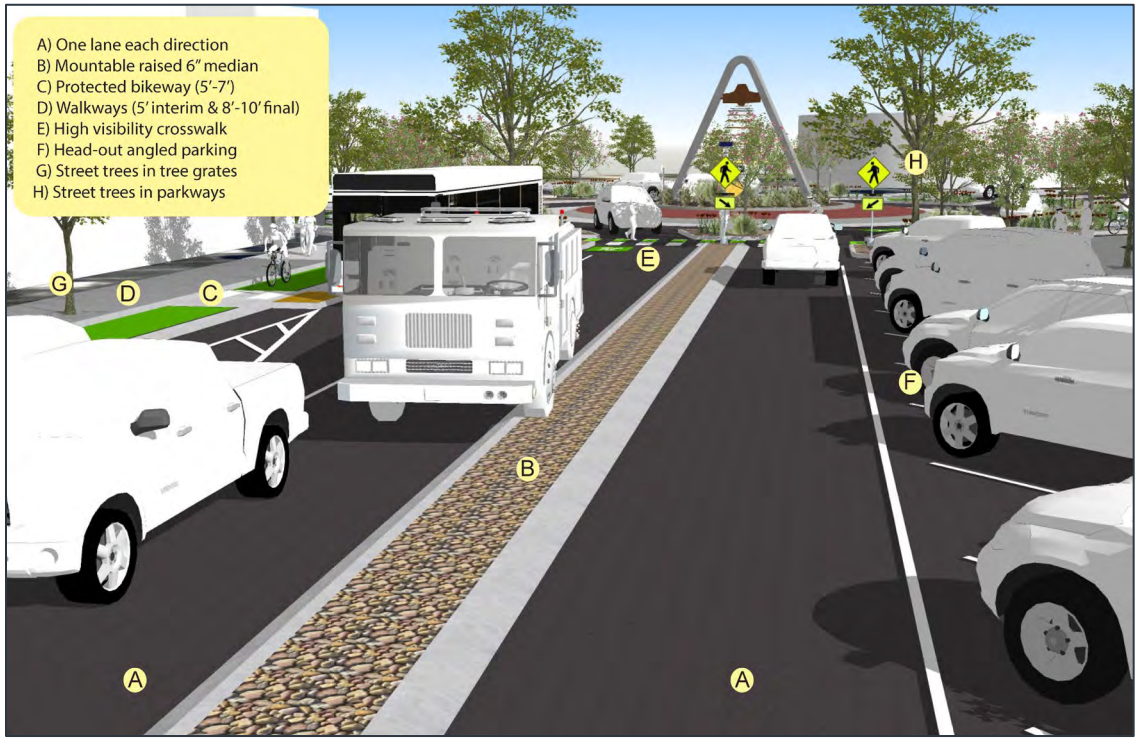
Source: Michael Baker International, KTUA

Granada Avenue to Conrad Drive

The roadway between Granada Avenue and Conrad Drive uses 76 feet of public right-of-way instead of the available 100 feet and has two travel lanes in each direction and no on-street parking. The Specific Plan proposes the use of the entire 100 feet to provide one lane in each direction, a central mountable median, head-out angled parking, a protected bike lane, and sidewalks. The mountable median will provide adequate clear space for emergency vehicles (see **Figure 2-27**). The mountable median could have pavers, artificial grass turf, or a xeriscape with small drought-tolerant plants. These details will be finalized in the final design of the Campo Road corridor.

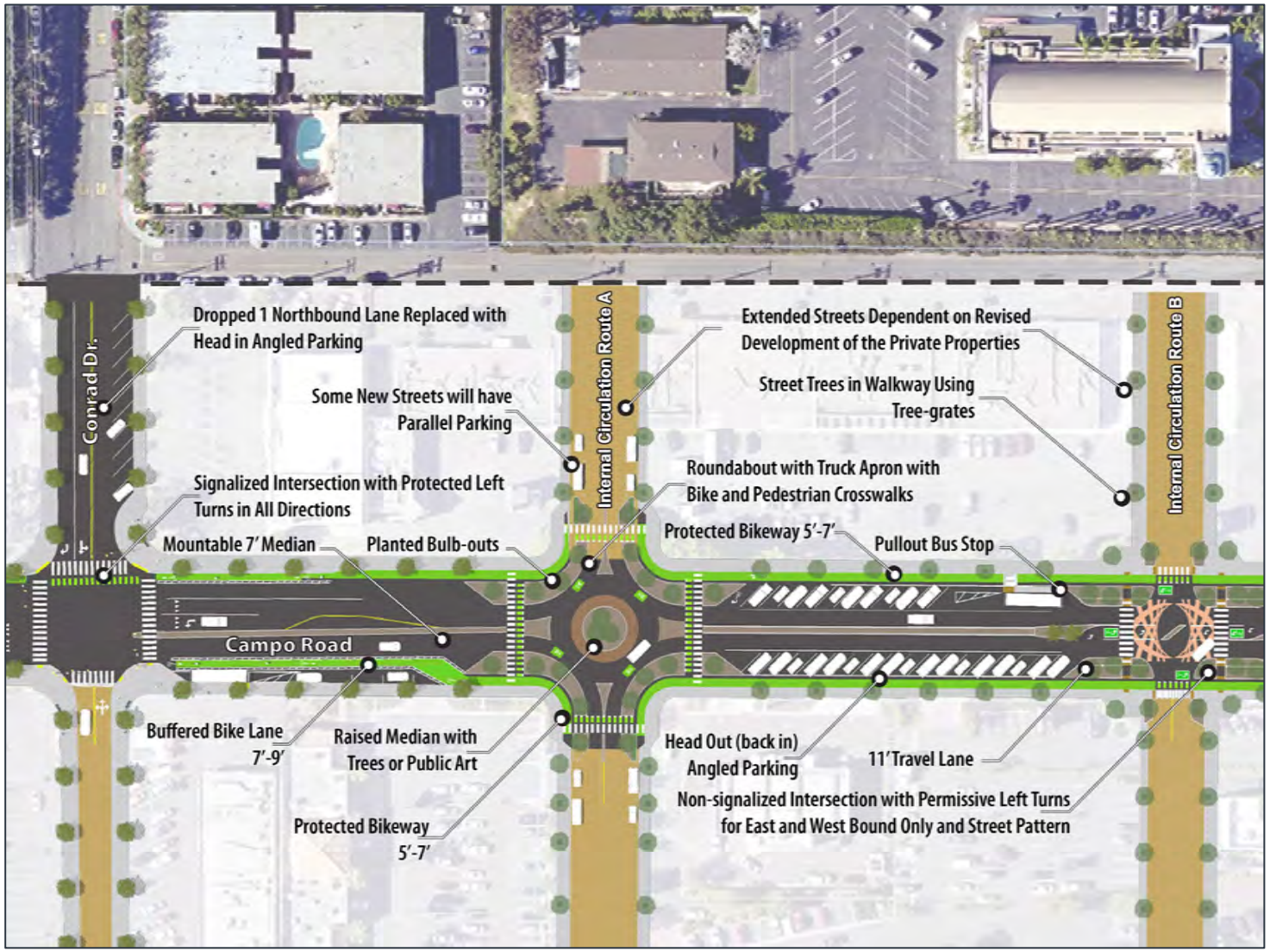
The head-out angled parking, protected bike lane, and wide sidewalks on both sides of the street can be accomplished from the space gained by reducing two travel lanes as well as utilization of the full 100-foot right-of-way space. The configuration will allow for an increase in on-street parking capacity in the area. The concept also proposes the extension of curb lines or bump-outs at corners. These bump-outs shorten pedestrian crossing distances, add room for street trees and landscaping, and help designate and protect on-street parking. The transformation from existing conditions is shown in **Figure 2-27** and **Figure 2-28 A to D**.

Figure 2-27: Example of Mountable Median



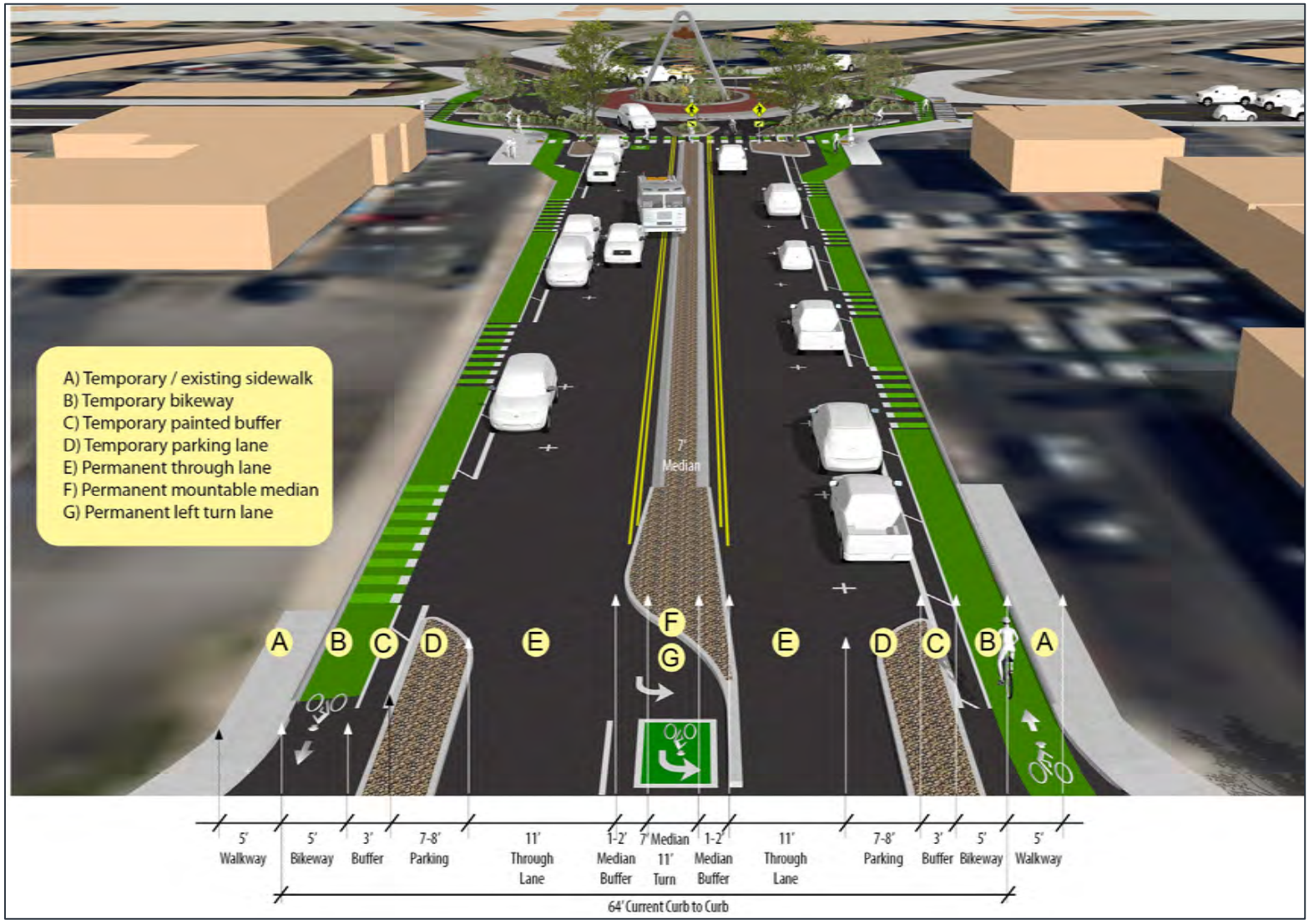
Source: Michael Baker International, KTUA

Figure 2-28A: Typical Road Configuration Between Granada Avenue and Conrad Drive



Source: Michael Baker International, KTUA

Figure 2-28B: Campo Road Looking East Toward East-end Roundabout at Granada Avenue (100-foot total public right-of-way)
Phase 1 Geometrics



Source: Michael Baker International, KTUA

Figure 2-28C: Campo Road Looking East Toward East-end Roundabout at Granada Avenue (100-foot total public right-of-way) Phase 2 Geometrics

Source: Michael Baker International, KTUA

Figure 2-28D: Campo Road Looking East Toward East-end Roundabout at Granada Avenue (100-foot total public right-of-way) Phase 3 Geometrics

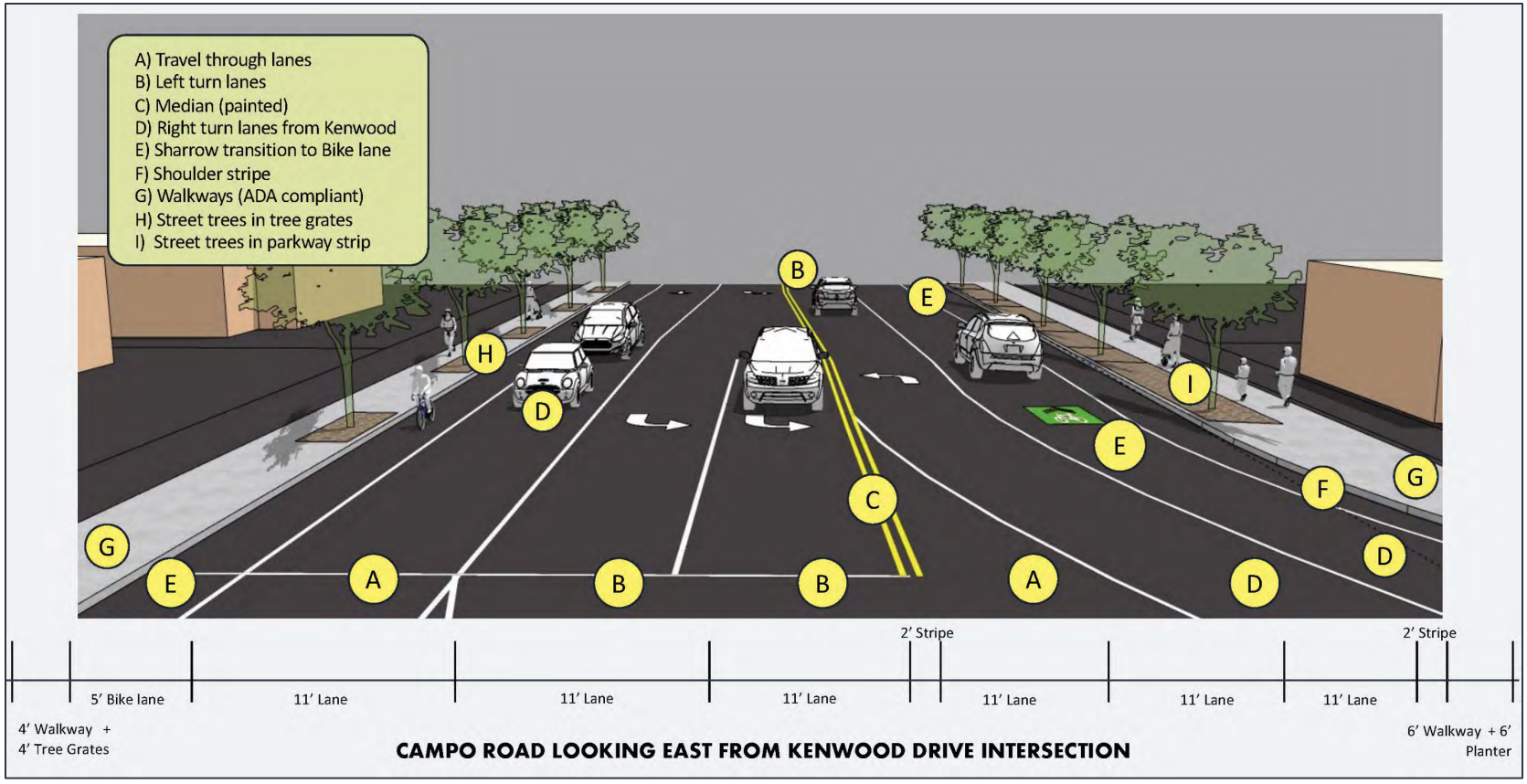
Source: Michael Baker International, KTUA

Conrad Drive to Kenwood Drive

Figure 2-30 shows the roadway segment from Conrad Drive to Kenwood Drive. This one-block section will be similar to the current conditions, with two travel lanes on each side, no parking, and two left turns to Kenwood Drive. The intersections at the bookends of this section (Kenwood Drive and Conrad Drive) have the highest traffic volumes, and due to their close proximity, their operations are interconnected and closely coordinated. The intersection at Kenwood Drive operates efficiently, and other treatments were not viable. The Specific Plan would retain the double left-turn from westbound Campo Road to Kenwood Drive as well as the double right-turn from Kenwood Drive to Campo Road (**Figure 2-30**). A single eastbound lane on Campo Road starts at Conrad Drive.

Unused street surfaces that are not part of the vehicular movements will be used for

Figure 2-29: West End of Campo Road Looking East from Kenwood Drive Intersection



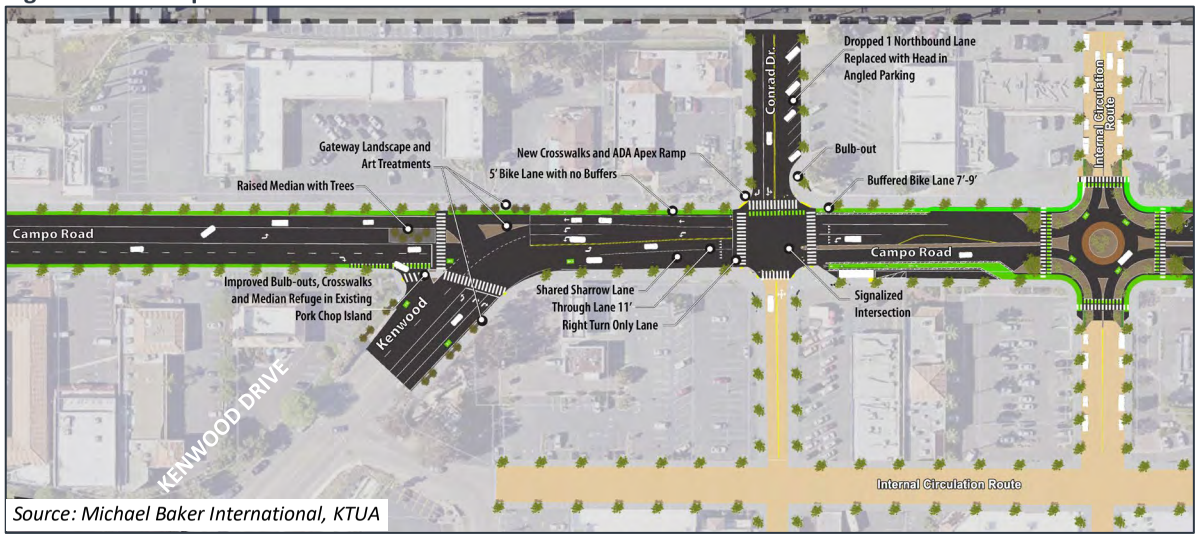
Source: Michael Baker International, KTUA

medians and a pedestrian crossing refuge. These improvements increase safety and provide design enhancements, including signage and streetscape improvements. The new configuration also includes bike lanes on the north side of the street. The protected bike lane ends at Conrad Drive and transitions to a bike lane, as shown in **Figure 2-30**. On the south side, bicyclists will share the outer road with vehicular traffic. A sharrow is proposed on the outer lane to increase awareness of potential bicycle traffic on the outer road. A sharrow typically consists of a road marking indicating which part of a road should be used by cyclists when the roadway is shared with motor vehicles.

Conrad Drive Reconfiguration

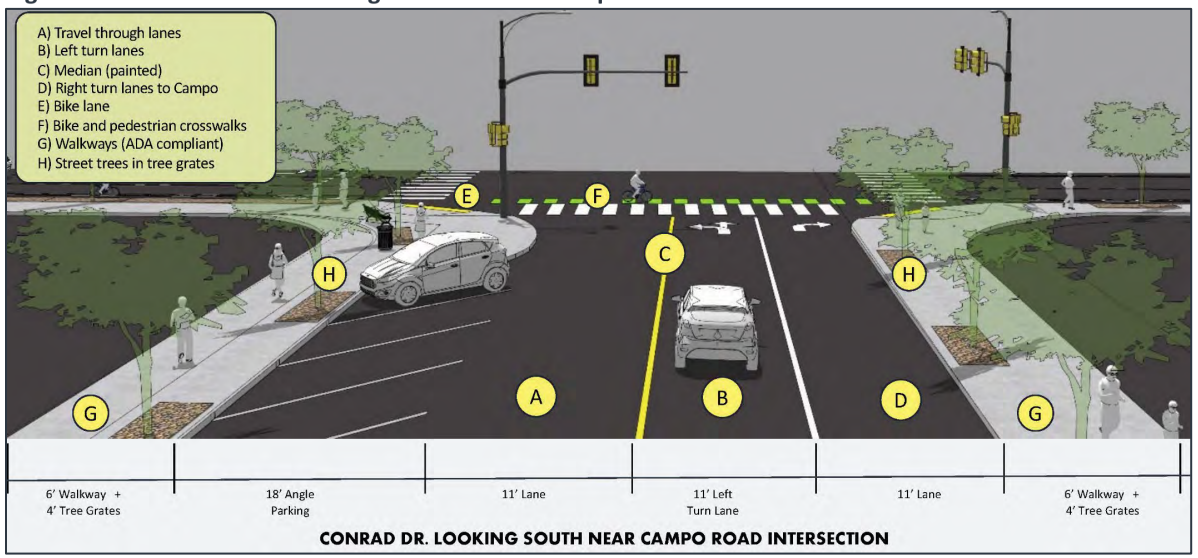
Figure 2-31 shows the reconfiguration of Conrad Drive. The two existing southbound lanes will remain, but one of the two existing northbound lanes will be replaced with angled head-in parking. The reconfiguration will allow for an enhanced pedestrian walkway with trees on either side of the road.

Figure 2-30: Campo Road and Kenwood Drive Intersection



Source: Michael Baker International, KTUA

Figure 2-31: Conrad Drive Looking South Toward Campo Road Intersection



Source: Michael Baker International, KTUA

2.3.10 Intersection Design and Roundabouts

Intent

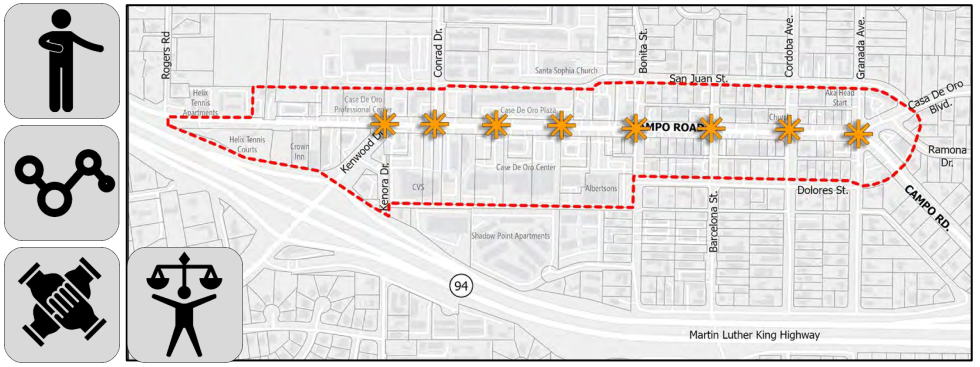
Reduce the risk of vehicular collisions and enable the smooth flow of traffic.

Why?

Reconfiguring intersections to prioritize safety while maintaining the smooth flow of traffic is an important objective of this Specific Plan. Roundabouts at four intersections and limited left-turn movements at two intersections have been proposed along Campo Road to achieve this. There are several benefits to using roundabouts in the reconfiguration of Campo Road. These include a smoother flow of traffic as well as reductions in conflict, travel speed, and road noise.

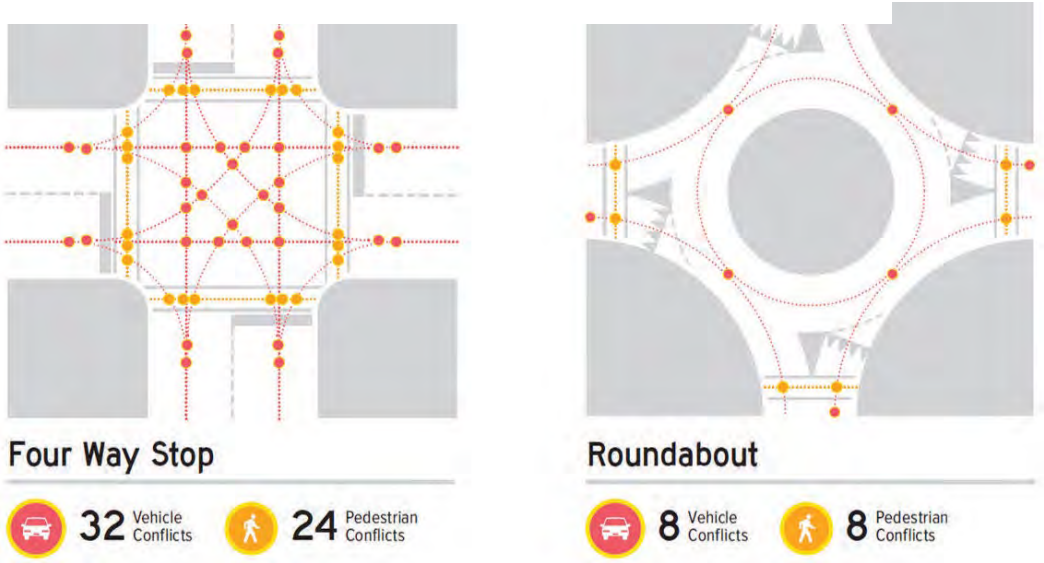
The roundabouts allow for quick and easy U-turns to access spaces or driveways on the opposite side of the street. These roundabout U-turns also eliminate left-turn movements in front of oncoming vehicles, thus reducing conflicts. **Figure 2-33** compares the number and type of conflict points between a single-lane roundabout and signalized intersection similar to those on Campo Road. Roundabouts can also result in average vehicle speed reductions of between 15-20 mph. Roundabouts, single-lane roadways, and vehicle speeds under 25 mph all have substantially lower incidents of accidents, collisions, pedestrian

Figure 2-32: Strategy Location and Related Goals



Source: Michael Baker International

Figure 2-33: Roundabout vs. Intersection Conflict



Source: Urban Projectization

injury, and fatalities. An often overlooked but important benefit of calmed traffic is the reduced noise levels that make conversation and outdoor dining comfortable.

How?

Four roundabouts are proposed along Campo Road at its intersections with Granada Avenue, Barcelona Street, Bonita Street, and a new intersection approximately 450 feet east of Conrad Drive (refer to **Figure 2-25**). All roundabouts are four-legged except for the Granada Avenue roundabout, which is a five-legged roundabout, as shown in **Figure 2-35.** The Granada Avenue roundabout is also larger than the other roundabouts and creates a gateway feature for the Specific Plan area.

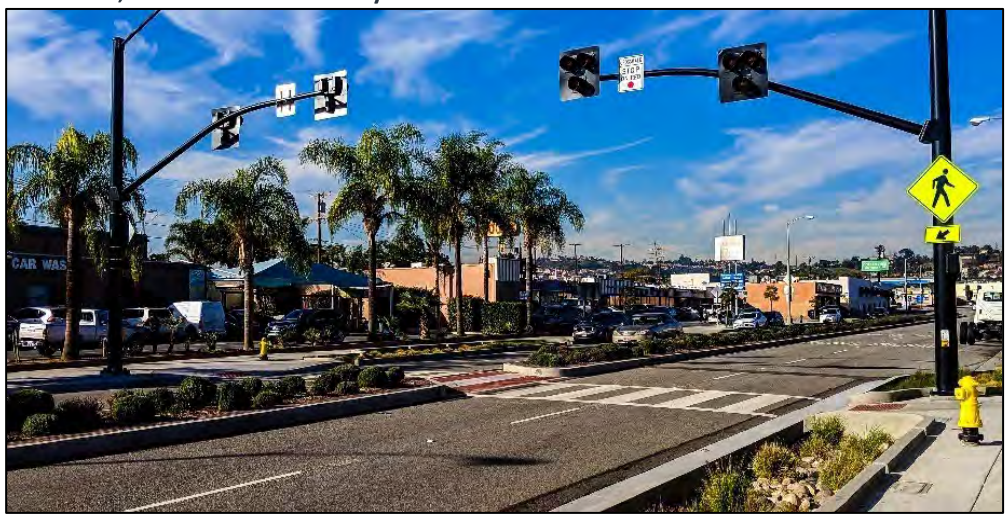
All proposed roundabouts are one-lane roundabouts, and their pairings with a one-lane roadway reduce the need to make left turns across traffic, thereby supporting a smoother flow of traffic.

The use of roundabouts will require the elimination of the dual left-turn unprotected lane. A roundabout requires the merging into one lane of traffic leading into the roundabout and requires a splitter median that shifts the angle of the motor vehicle to more safely merge and flow into the traffic in the circle. In addition, the splitter is used as the safe crossing point with a 6-foot-wide median refuge for those crossing the street. The use of head-out angled parking proposed for this section also necessitates control of traffic across the centerline of the street. A raised median prevents crossing the street and parking in the wrong direction. This traffic movement would not be safe and would be confusing to others using the angled parking spaces in the manner in which they were intended.

At two locations along Campo Road, Cordoba Avenue and 450 feet west of Bonita Street, a modified intersection is proposed that would include left-turn lanes for east- and westbound drivers controlled by traffic signals or by yield signs. While these intersections would allow right turns only for north and southbound drivers, the proposed roundabouts along Campo Road located approximately 400 feet to the west and east of the two proposed modified intersections could be used to navigate in any desired direction. Drivers also have the option of using an alternative route to Campo Road via a parallel street to reach a cross street with Campo Road intersection which features a roundabout instead. Single pedestrian crossings are recommended at these intersections using stand-alone Rapid Rectangular Flashing Beacon, High-intensity Activated Crosswalk, or another form of hybrid pedestrian beacon, as shown in **Figure 2-34.**

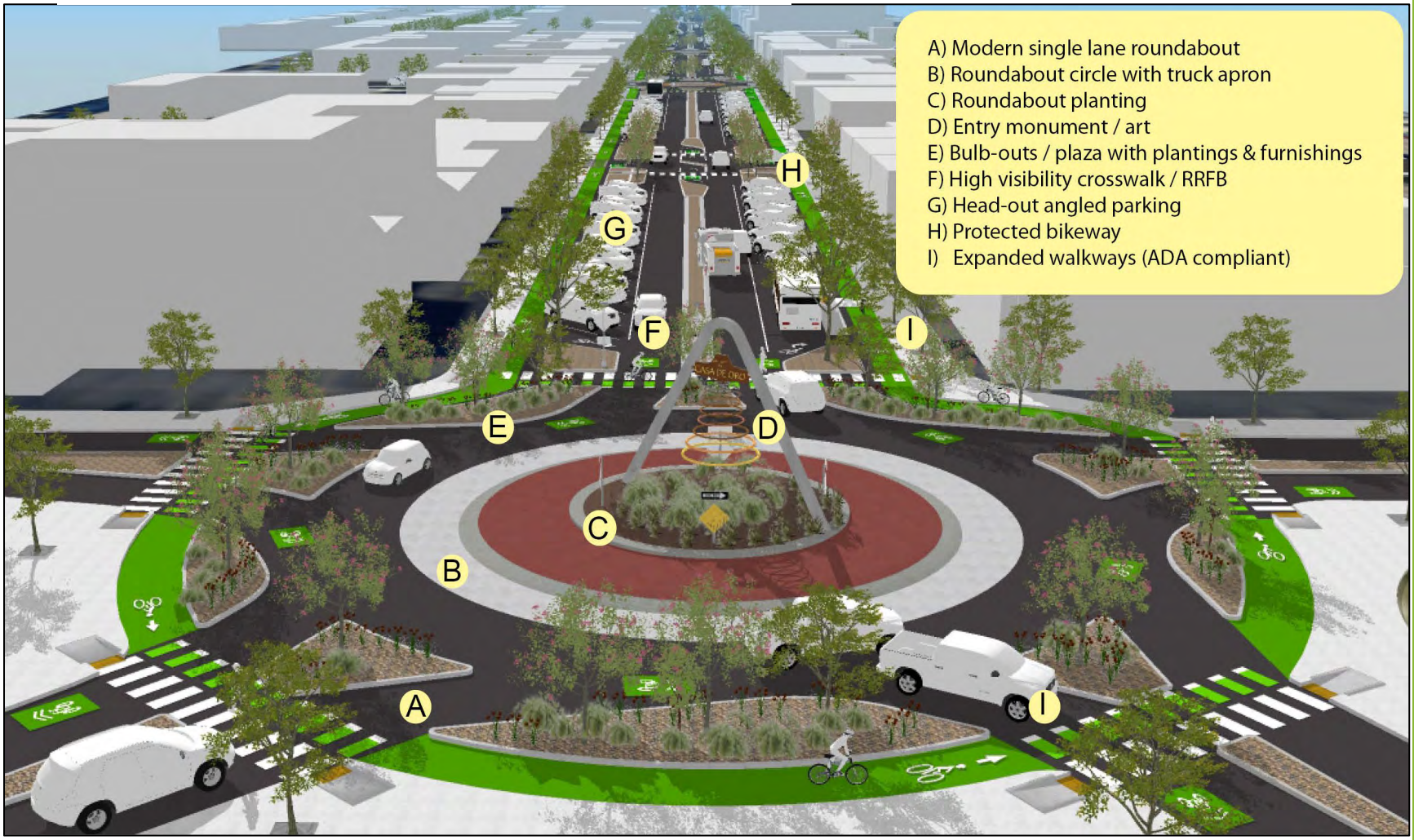
The bulb-outs at intersections will induce slower speeds for left turns and lessen risk taking for unprotected left turns.

Figure 2-34: Rapid Rectangular Flashing Beacon, High-intensity Activated Crosswalk, or Other Forms of a Hybrid Pedestrian Beacon



Source: Michael Baker International

Figure 2-35: Campo Road and Granada Avenue Proposed Intersection



Source: Michael Baker International, KTUA

2.3.11 Reducing Conflicts

Intent

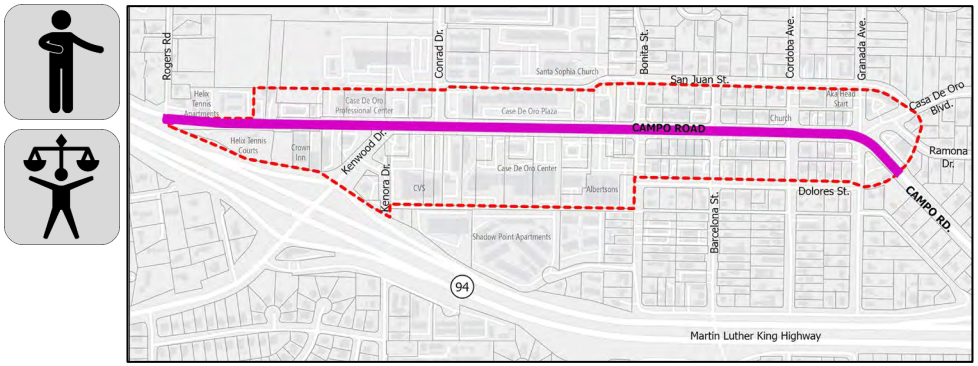
Reduce the number of conflicts between pedestrians, bicyclists, and vehicular traffic in the Specific Plan area.

Why?

Reducing conflicts between pedestrians, bicycles, and vehicles is the most important aspect of providing a safe environment for all modes by creating a vibrant, pedestrian-friendly area, as mentioned in the Vision Statement.

There are an excessive amount of driveways along Campo Road, as seen in **Figure 2-23.** These are challenging to pedestrian and bicycle travel as they create more conflict points. They also create conflict points with vehicular movement (refer to **Figure 2-37 "Before"** diagram). The left-turn movement from the center turn lane into the driveways interrupts the traffic. It is also unsafe for drivers, as there is an increased probability of T-bone accidents with oncoming traffic.

Figure 2-36: Strategy Location and Related Goals



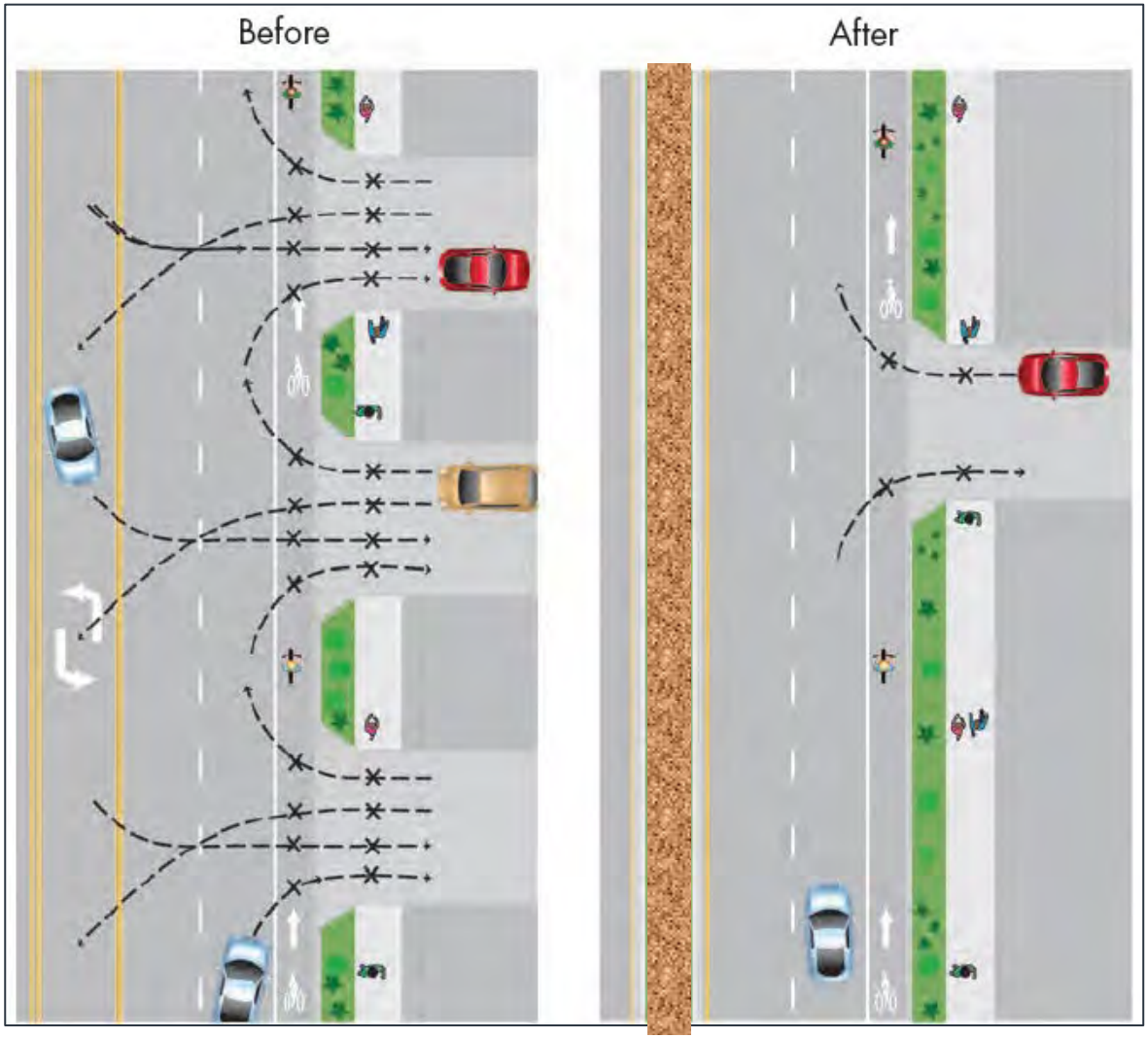
Source: Michael Baker International

Why?

The Specific Plan calls for consolidating the driveways and limiting left-turn movements by creating a median along Campo Road. **Figure 2-37 "After"** diagram shows how a median only allows right-turn-in and right-turn-out movement from the driveways. This, coupled with driveway consolidation, drastically reduces the conflict points with vehicular traffic as well as with bicycle and pedestrian movement along the roadway.

The intersection with roundabouts allows for easy U-turns, thus reducing conflict points (refer to **Figure 2-33**) and providing access to on-street parking and off-street parking areas, as seen in **Figure 2-25** and **Figure 2-26.** The smaller blocks proposed for the Specific Plan area created by the extension of the traditional street grid will improve access and mobility by allowing the driver to do simple right turns around the block without causing the inconvenience of a larger detour.

Figure 2-37: Conflict Points along Street



Source: Bikesafe, Federal Highway Administration

2.3.12 Cross-slopes and ADA Accessibility

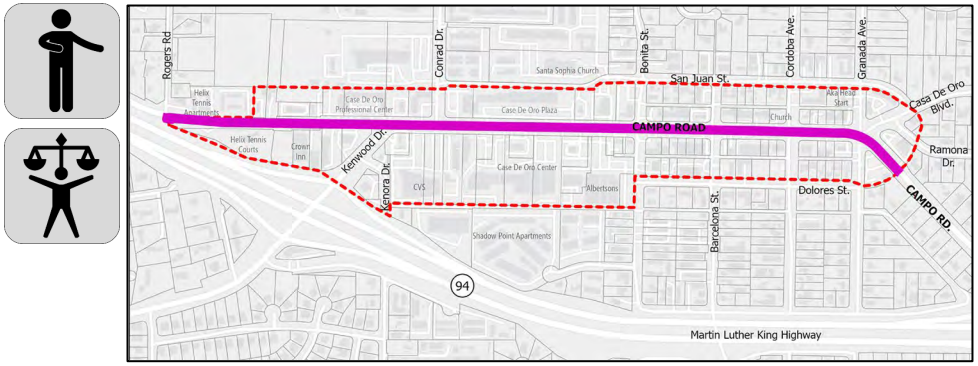
Intent

Make the Corridor accessible to all modes of travel and all abilities.

Why?

Existing driveways create sidewalk cross-slopes that create an uncomfortable pedestrian environment. Most of these slopes are also not in compliance with the Americans with Disabilities Act (ADA) of 1990 standards (based on the windshield survey) and will need to be upgraded during the design and construction of the street. The ADA standards require a minimum 40-inch-wide area with a less than 2 percent cross-slope. Given the grade of the street and the height of the walkway, ADA compliance in the existing scenario is not possible.

Figure 2-38: Strategy Location and Related Goals



Source: Michael Baker International

How?

The Specific Plan provides approximately 5 feet of planter space between the protected bike lane and the sidewalk to provide space for driveways to avoid cross-slopes along sidewalks.

2.3.13 Gateway Elements

Intent

Utilize gateway elements at strategic locations to improve aesthetics and community-based character elements.

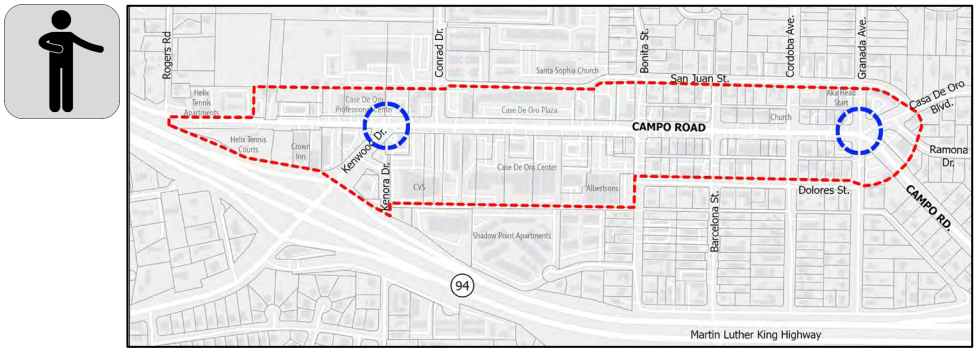
Why?

The two primary gateways into and out of the Corridor, and much of the broader Casa de Oro community, are the intersections of Campo Road with Kenwood Drive and Granada Avenue at the west and east ends of the Corridor, respectively, and their connections to State Route 94. With Campo Road/State Route 94 serving as a major access route to and from the Casa de Oro community, these intersections are utilized by local residents on a daily basis. As such, they represent strategic opportunities to create a first and last impression of the Corridor and the Casa de Oro community for residents, visitors, and customers. Formal improvements should be implemented that identify these key intersections as clear gateways into the community.

How?

The east end at Granada Avenue has great potential with plenty of space and geometric segments that all meet at the Center of the roundabout. **Figure 2-41** shows a simulation of a potential gateway feature that uses the roundabout space.

Figure 2-39: Strategy Location and Related Goals



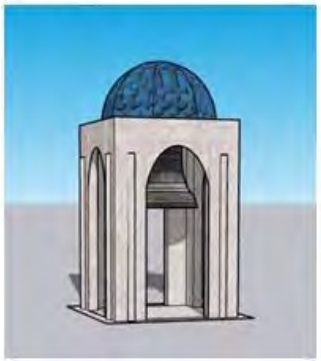
Source: Michael Baker International

The roundabout will use the sizable central space occupied by a vertical element or a water feature that creates a strong visual signal for approaching vehicles to intuitively slow and divert. The roundabout would also create a prominent central focal point and the terminal view from each of the five approaches, which represents an opportunity to create a positive and intentional expression of the community. Multiple entry treatment ideas along these five approaches could announce the arrival or obtain a sense of movement through this portal or community gateway (see **Figure 2-40**).

Kenwood Drive would introduce the driver to Casa de Oro, but it does not contain enough reclaimable area to capture attention. However, various vertical art treatments along the edges, triangular islands, or bulb-out can provide a gateway effect, as shown in **Figure 2-40**. The new roundabout at the intersection 450 feet east of Conrad Drive can also provide a continued opportunity to extend the gateway. The central portion of this and other smaller roundabouts along Campo Road could be treated with ornamental trees, landscaping, public art, or signage, thereby enhancing their visual character and appearance throughout the Corridor.

Figure 2-40: Gateway Features

Pilaster



Emulate Santa Sophia architecture

Art along street edges

Abstract bell for Granada Avenue roundabout

Art on walkways or bulb-outs

Art centering in social areas

Source: Michael Baker International, KTUA

Figure 2-41: Gateway Simulation for Intersection at Granada Avenue

Source: Michael Baker International, KTUA

2.3.14 Art and Expression

Intent

Incorporate an abundance of local arts and culture into the Corridor in order to create its own unique identity.

Why

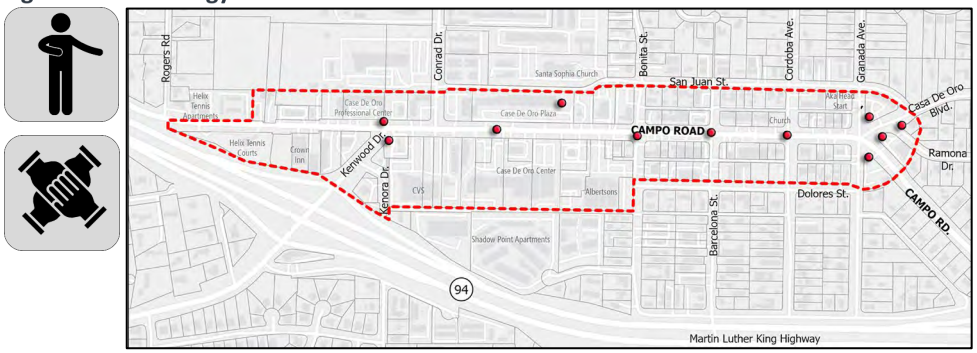
Artistic elements that reflect the community's values and culture can be incorporated into the public spaces of the Corridor. Communities can use such features to differentiate themselves from others and provide a unique sense of identity for residents and business owners.

The Casa de Oro community has expressed a desire and ability to enhance the Corridor through the direct incorporation of arts and culture in Corridor.

How?

There are opportunities to define, color, and enhance the public realm to create a welcoming effect beyond the physical dimensions established by zoning and land development regulations. The design, materials, and furnishings are opportunities for community expression.

Figure 2-42: Strategy Location and Related Goals

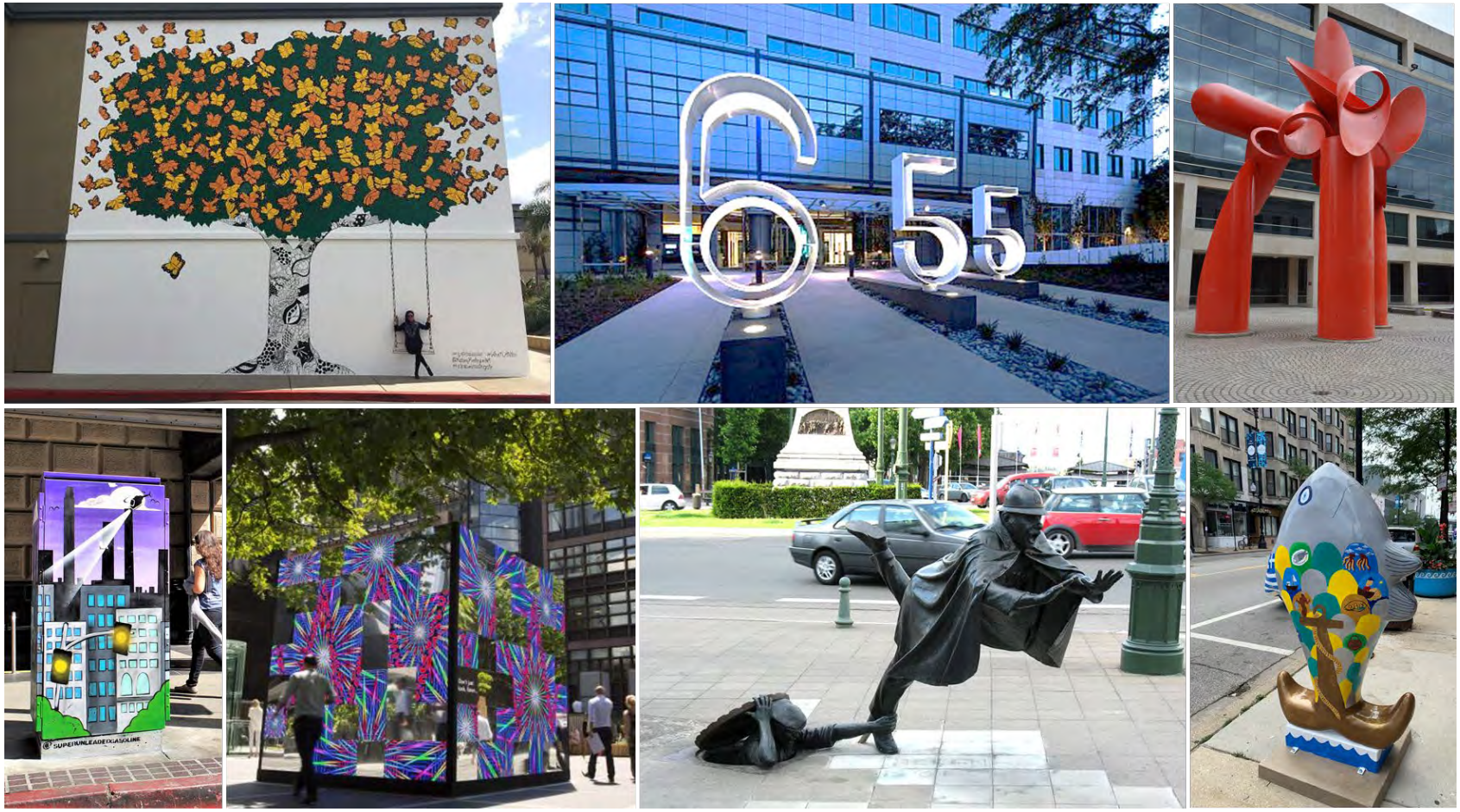


Source: Michael Baker International

Art and expression may be incorporated within the Corridor over time as redevelopment occurs. Opportunities other than roundabouts to integrate art and expression along Campo Road are listed here, with examples depicted in **Figure 2-43:**

- Facade and signage improvement programs
- Streetscape improvements:
  - Street trees, landscaping
  - Sidewalks
  - Street furniture
- Murals on walls and utility boxes
- Public art and sculpture installations in the public right-of-way, plazas, and patios
- Outdoor/flexible venues for entertainment
- Pop-up and programmed live performances, and entertainment events
- Interactive art experience

Figure 2-43: Art and Expression Examples



Source: Wikimedia Commons

2.3.15 Bike Facilities

Intent

Provide protected bike lanes to increase safe mobility options in the Corridor.

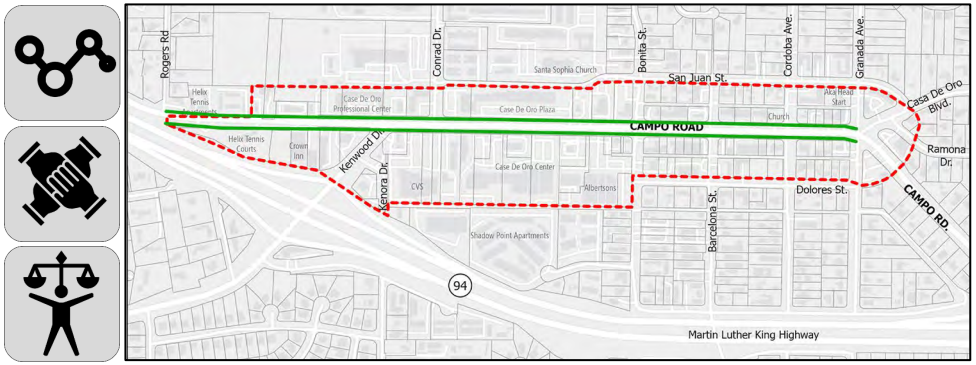
Why?

Bike facilities along the Corridor that cater to all ages and all skill levels will encourage the usage of bikes, thereby having a positive impact on the reduction of greenhouse gases. The Specific Plan proposes protected bike lanes (Class IV cycle tracks) following the recommendation made by the County Active Transportation Plan for this section of the Corridor.

How?

Protected bike lanes can be at sidewalk level or street level. For the Specific Plan Area, street-level protected bike lanes are proposed as it helps make it clearer to pedestrians that are crossing a bike facility/road environment and brings their attention to oncoming bike traffic. It also physically separates bikes and pedestrians and meets the ADA division of hazardous uses. In addition, a street-level protected bike facility helps with better handling of drainage issues and can be asphalt, thereby lowering the costs.

Figure 2-44: Strategy Location and Related Goals



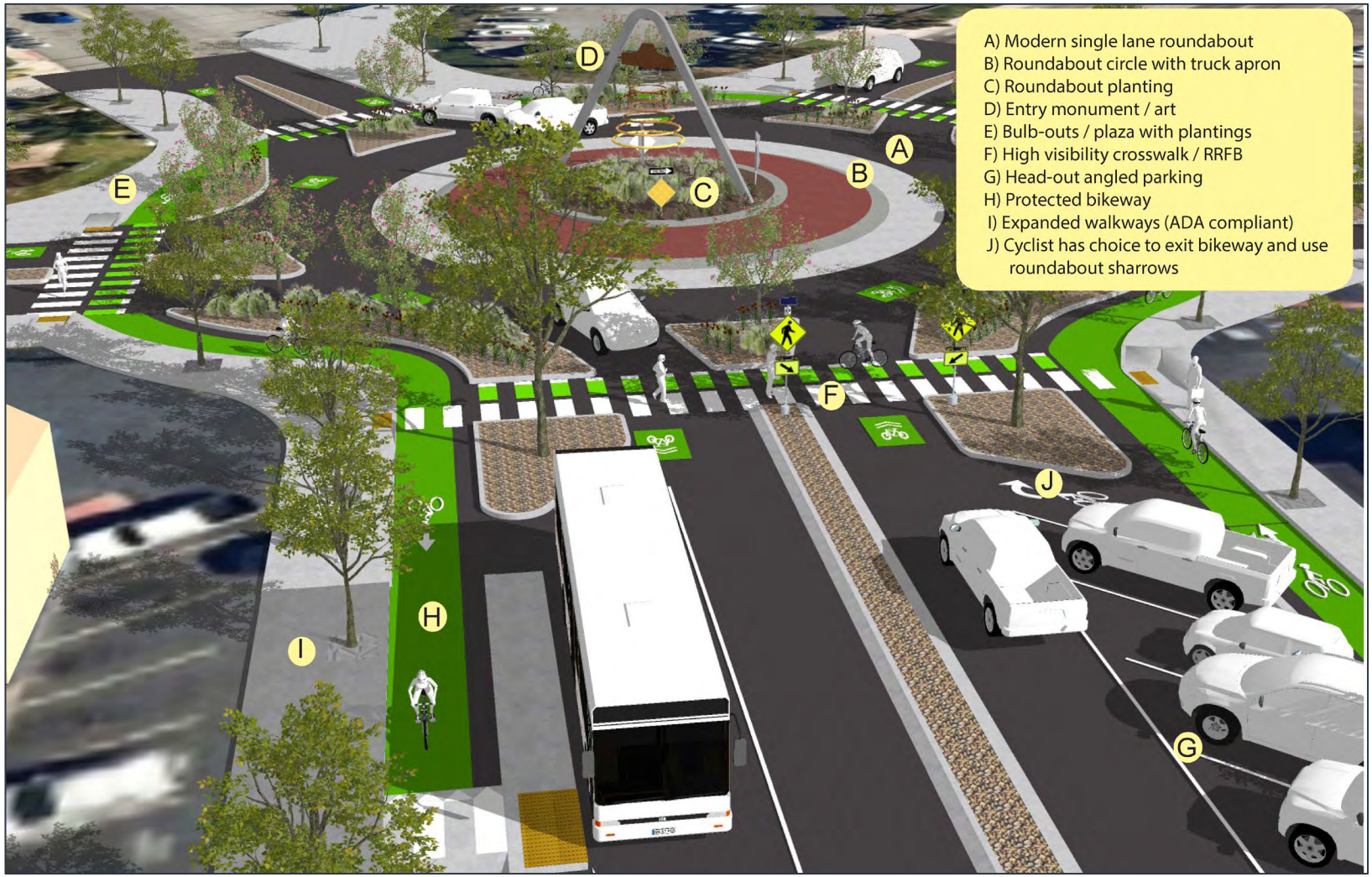
Source: Michael Baker International

A 6' protected bike facility with a raised, painted, concrete buffer located between the head-out parking and the sidewalk is proposed. The buffer provides a positive curb stop to physically stop the vehicles from crossing over into the bike lane. The buffer also helps with maneuverability for bicyclists.

Protected bike lanes separated from the roadway by physical barriers provide more comfort for cyclists of all ages and skill levels than a shared lane marked with sharrows. Protected bike lanes also create a more inclusive and inviting Corridor by offering additional modes of transportation to help reduce vehicle miles traveled in single-occupant vehicles.

At the roundabouts, the protected bike lanes will follow parallel to the one-way pedestrian pathway and traverse over the bulb-outs (extensions of the sidewalk curb located at intersections), creating a bypass (refer to **Figure 2-45**). While this option is safer for inexperienced cyclists, it does require some navigation across pedestrian crosswalks.

Figure 2-45: Bike Facility Through Roundabout –Protected Route via Bump-Out



Source: Michael Baker International, KTUA

2.3.16 Traditional Grid-Street Extensions

Intent

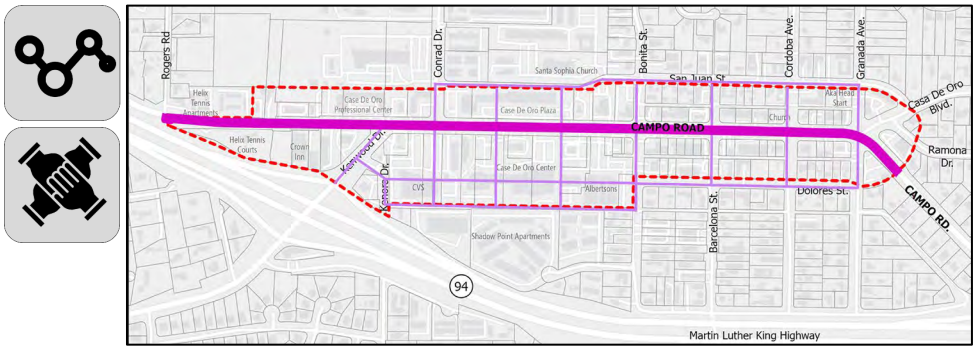
Create a continuous grid layout by dividing superblocks in order to create a walkable neighborhood.

Why?

There are several advantages to creating smaller blocks with grid patterns:

- Smaller blocks and active street spaces allow for a mobility strategy that provides frequent and interconnected networks for cars, pedestrians, and multimodal users.
- Smaller blocks in a grid pattern allow for easy distribution of traffic with alternatives in the event of delays, blockages, or preferences.
- Smaller block patterns are also conducive to development with reduced setbacks, which brings "more eyes on the street" and keeps the movement and security of the street intact.
- Smaller blocks lead to increased building frontage area and more high-visibility corners for commercial business.

Figure 2-46: Strategy Location and Related Goals



Source: Michael Baker International

Figure 2-47: Walkable Block Pattern with Continuous Sidewalk, Parking, and Street Trees

Source: Michael Baker International

How?

The Specific Plan proposes extending the traditional street grid pattern from the original main street area between Bonita Street and Granada Avenue and dividing the superblocks between Bonita Street and Conrad Drive at roughly 450-foot intervals. This area is private property, but development standards can help implement smaller block patterns as part of future infill and redevelopment efforts. The perimeter of every block would include continuous sidewalks with street trees and on-street parking. Primary business and residential entryways will be directly from the street and sidewalk.

New internal connections between Campo Road and the alleys in these superblocks would be developed as private streets as part of infill or redevelopment projects. These new internal circulation routes would include two travel lanes with parallel on-street parking, 6-foot-wide sidewalks, and street trees. Framed by active building frontages, these private internal circulation routes will provide direct physical and visual connections to activate all sides of the properties, including San Juan Street.

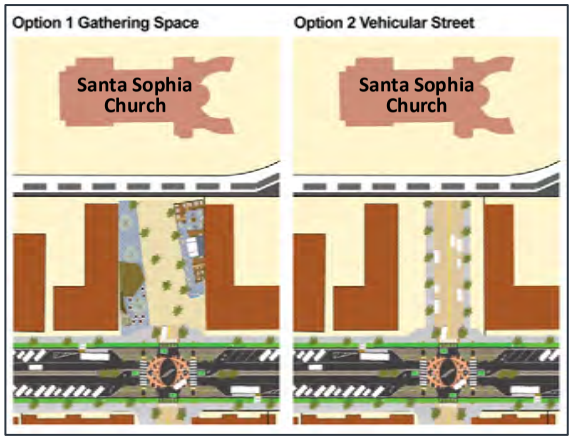
The traditional grid pattern will also help with traffic issues. The Kenora and Kenwood intersection currently has a difficult left turn due to oncoming traffic on Kenwood Drive. The grid will direct traffic from the development south of the Specific Plan area to Campo Road instead of using Kenora Drive, thus greatly reducing the usage frequency of Kenwood Drive and Kenora Drive intersection.

It will also help relieve traffic congestion issues along the western section of San Juan Street by providing alternative routes through new internal circulation routes A and B to Campo Road.

Appropriately sized and improved paseos or plazas can also offer similar connections and activation. Paseos are passages through the development dedicated to pedestrian use. They can be used to establish connections between streets, parking areas, plazas, and building entrances.

The concept of the land uses and urban form in areas east of Conrad Drive, on the north side of Campo Road, provides two options that would allow for connection to San Juan Street. These options do not restrict the developer to one option or the other but illustrate the various ways that this space could be used. The idea is to physically and visually connect Campo Road to San Juan Street at this location. The final configuration will depend on the negotiations with the property owner at the time of redevelopment of the property.

Figure 2-48: San Juan Street Connection Options



Source: Michael Baker International, KTUA

- Option 1 in **Figure 2-48** shows a private promenade, plaza, or other gathering space that is oriented to Santa Sophia as a landmark as well as to Mount Helix to the north.
- Option 2 in **Figure 2-48** shows a vehicular roadway connection to San Juan Street. The roadway could remain private for use by customers, with the closure of the space to automobile traffic at certain times and open at other times. Parallel parking could also be available in this option.

2.3.17 Edge Friction

Intent

Enhance the streetscape and calm traffic speed.

Why?

Edge friction is created mostly with vertical elements such as street trees, lighting fixtures, and buildings on the sides of travel lanes. Placing these elements close to the travel way reduces the perceived width of the street. Drivers, in turn, perceive the space as tighter and start to drive slower. This urban setting is more comfortable for pedestrians. Even changes in the pavement can contribute to this friction, which is the primary means of controlling design speed.

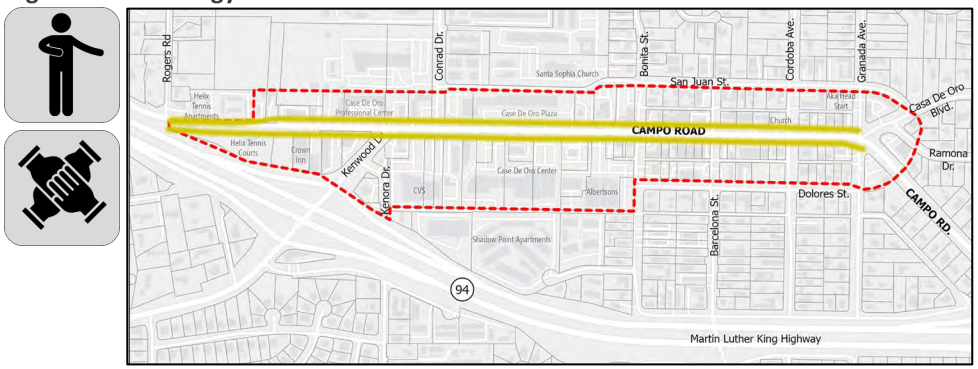
How?

Street trees, street lighting, and buildings placed closer to the street are used as edge friction elements in the Specific Plan. In addition, art installations, on-street parking (discussed later), and street furniture such as benches, trash, and recycling bins that will be selected during the final design stage contribute to edge friction.

Street Trees

Three tree types (large canopy, small canopy, and accent tree) are recommended to be planted in planting strips and bulb-outs. The type and placements of the trees are discussed in Public Realm Design Guidelines in **Section 3.9.A, Chapter 3, Development Standards and Design Guidelines.**

Figure 2-49: Strategy Location and Related Goals



Source: Michael Baker International

An evenly spaced street tree program will be difficult to create in the Corridor. The number of driveways and other obstructions are constraints on tree placement and will make it difficult to provide for a regularly spaced street tree concept. Driveway consolidation is discussed in the Plan and will take place over a period of time. It is proposed that the trees be spaced in a manner so that they look visually balanced along the Corridor. This will maintain flexibility for adjustments and likely changes in available locations and avoid obvious gaps and disruptions that would be noticed in a strict spacing plan. While most existing trees will be removed during the reconfiguration of Campo Road, it is expected that the future roadway design will be able to accommodate the four large Ficus trees on the north side of Campo Road between Cordoba Avenue and Barcelona Street.

Street Lighting

Street lighting poles and fittings make a major impact on the appearance of the road and help create edge friction. The design, technology, and required photometric will be determined during the final design stage. The fixture style, color, and material should be decided in conjunction with other elements, such as benches and waste receptacles, to create a coordinated look and feel of the Corridor. Recommendations for street lighting style and placement are provided in **Section 3.10, Public Realm Design Guidelines in Chapter 3**.

Buildings

Placing buildings closer to the street reduces the perceived width of the streets and leads to slower driving speeds, increasing safety for all users of the Corridor. **Chapter 3** provides front setback standards for new development, ranging from zero to 12 feet from the property line.

Figure 2-50: Edge Friction Example

Source: Wikimedia Commons

2.3.18 Bus Stops

Intent

Create aesthetically pleasing and comfortable bus stops.

Why?

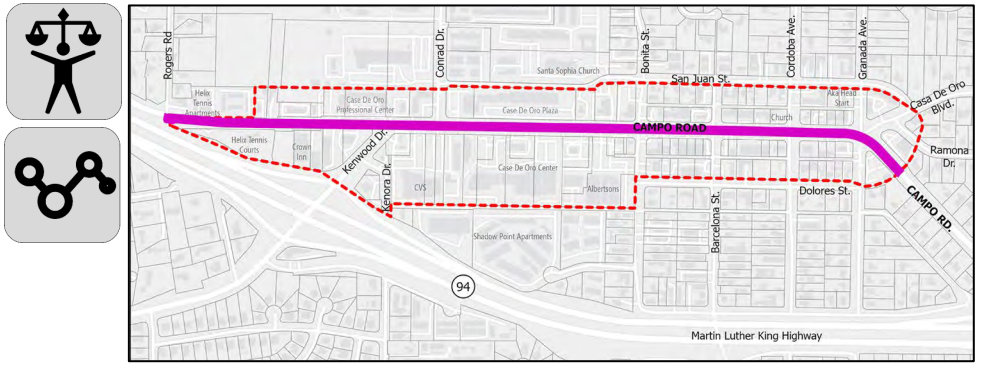
The reconfiguration of the roadway will trigger the relocation of the bus stops, as shown in **Figure 2-52.** The walkways will be moved outward to make full use of the existing right-of-way in the full buildout of the Specific Plan. Existing bus stop structures can be relocated to the new sidewalk areas. This is also an opportunity to redesign the shaded bus stops to align with the new branding of the Corridor.

How?

The Specific Plan recommends that the bus stops be located at the far side of intersections to ease an entrance into the travel lane after picking up passengers, thereby not hindering traffic flow. Any relocation efforts for the bus stops will need to be coordinated with the San Diego Metropolitan Transit System during the final design stage.

The bus stops need to accommodate a full lane exit out of the travel lane to allow for a smooth flow of traffic. The Specific Plan allows for an 18-foot-wide space from the curb into the street that could accommodate a widened bus stop, making it easier for buses to move in and out of the travel lane.

Figure 2-51: Strategy Location and Related Goals



Source: Michael Baker International

Figure 2-52: Bus Stop Location

Source: Michael Baker International, KTUA
Note: The plan depicted here is for illustrative purposes only. Any changes to bus locations will be done in coordination with the Metropolitan Transit System.

2.3.19 On-Street Parking

Intent

Create efficient on-street parking spaces along Campo Road.

Why?

There are no on-street parking spaces along Campo Road. Providing on-street parking that is easily accessible to drivers, close to businesses, with consistent use throughout the day, is essential to reducing minimum parking rates.

On-street parking also increases edge friction, thereby calming traffic speeds, and offers opportunities for public electric vehicle charging stations.

How?

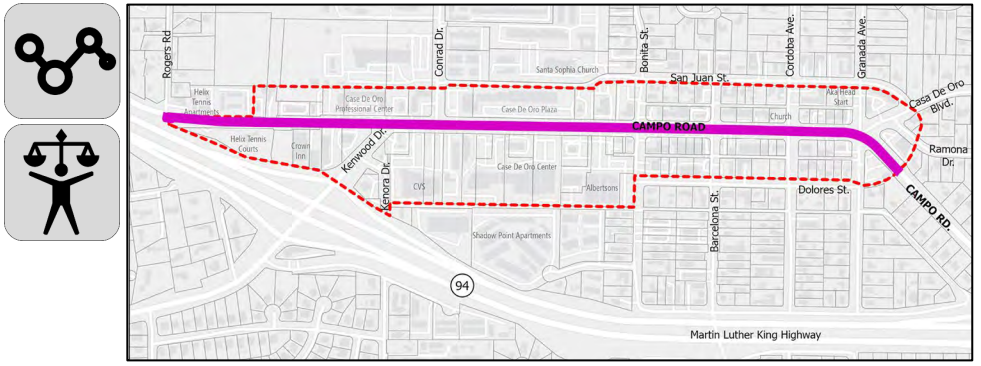
A parking study for the Specific Plan area documented in **Background Report Appendix C Parking Study** identified 175 on-street parking spaces located on the side streets in the Specific Plan area and none on Campo Road. The Specific Plan proposes to retain these on-street parking spaces.

Providing parking on Campo Road will require consolidation of at least half of the driveways, use of 100 feet of the public right-of-way, and removal of nonconforming parking spaces. There are currently 287 private, nonconforming, unsafe, and shallow front parking spaces along Campo Road. These spaces are concentrated between Bonita Street and Granada Avenue. The Specific Plan recommends replacing the nonconforming spaces with 161 conforming, safe on-street spaces spread evenly from Conrad Drive to Granada Avenue, as shown in **Table 2-1**.

The 161 on-street parking spaces coupled with the Park-Once strategy and driveway consolidation would serve as many (or more) parkers as the 287 private, nonconforming spaces do now.

In the near term, the existing area of nonconforming parking spaces can be

Figure 2-53: Strategy Location and Related Goals



Source: Michael Baker International

Table 2-1: Estimated Possible Parking Spaces Between Conrad Drive and Granada Avenue

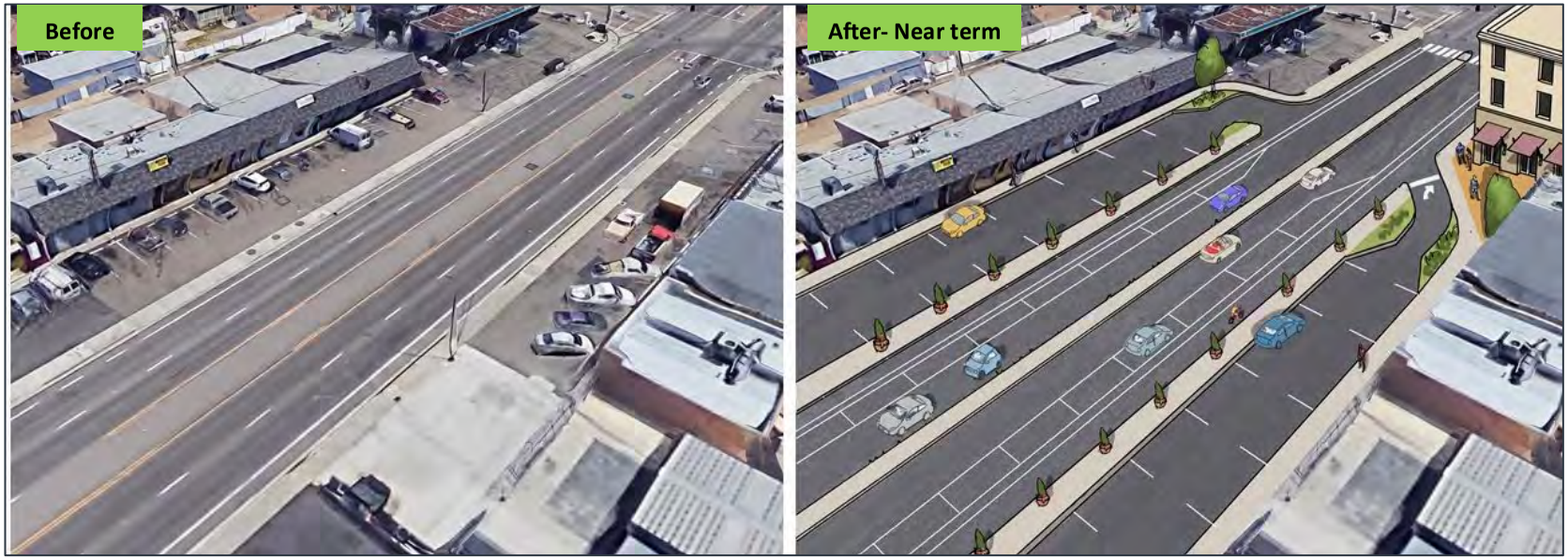
Campo Road On-Street Parking	Side of Campo Road	
	North	South
Kenwood Drive to Conrad Drive	0	0
Conrad Drive to New Internal Circulation Route A	0	4
New Internal Circulation Route A to New Internal Circulation Route B	10	16
New Internal Circulation Route B to Bonita Street	21	14
Bonita Street to Barcelona Street	13	19
Barcelona Street to Cordoba Avenue	21	15
Cordoba Avenue to Granada Avenue	11	17
Subtotal	**76**	**85**
Total	**161**	

reconfigured— at a low cost—into two rows of parallel parking instead of angled parking by just striping and maintaining the existing curb-to-curb roadway area. The roadway can be enhanced per implementation phase 1 of the transition plan, thus creating a safer street for vehicular and pedestrian/bicycle travel. The transition is depicted in **Figure 2-54**.

Prior to full implementation of the proposed head-out, angled, on-street parking, a portion of the parking spaces along Campo Road will be converted first, such as in a pilot program, to introduce the head-out parking configuration to the community. The proposed conceptual layout of Campo Road, as shown in 2.3.9 Roadway Reconfiguration, can accommodate both the proposed head-out angled parking or the more traditional head-in angled parking, depending on the outcome of this pilot program.

According to the Pedestrian and Bicycle Information Center (the Center), head-out parking, also called back-in parking, is superior for safety reasons due to better visibility of pedestrians, bicycles, other cars, and other road users when exiting a parking space and re-entering moving traffic. The Center also reports that the back-in maneuver is simpler than a parallel parking movement, and head-out parking positions the back of the vehicle next to the sidewalk, enabling easier loading and unloading of the trunk. It also positions the driver and passengers (including children) to enter and exit the vehicle toward the sidewalk instead of stepping toward traffic.

Figure 2-54: Potential Nonconforming Parking Near-Term Solution



Source: Michael Baker International, Safdie Rabines Architect, KTUA

Additionally, on-street public parking provided along the property frontage directly in front of properties abutting Campo Road will be credited toward the required parking at a rate of 1.5 spaces to each physical space for non-residential projects (see **Section 3.4.J- On-Site Parking Standards**). This provides an incentive for adjacent property owners to support these on-street spaces, which will contribute to the optimized use of parking spaces.

2.3.20 Infrastructure Improvements

Intent

Provide infrastructure improvements that can complement new development anticipated in the Specific Plan area.

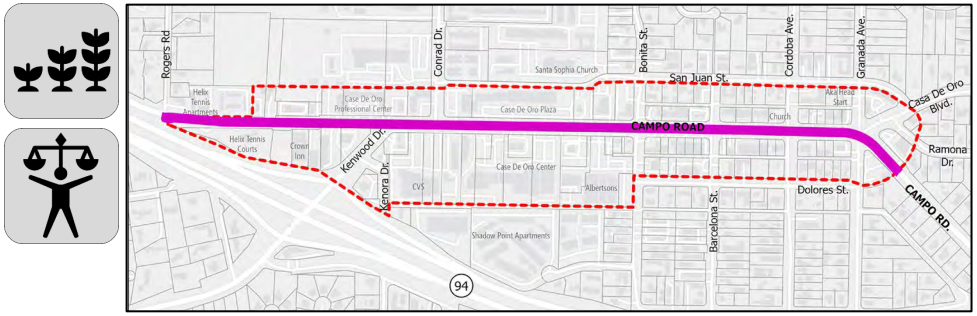
Why?

The Corridor has a full complement of mature, developed infrastructure that has served the area for over 60 years. The primary changes affecting the infrastructure facilities or capacity are the transformation of Campo Road and the addition of new dwelling units as a complement to the existing mix of commercial uses. Hence, a preliminary infrastructure evaluation was done to determine needed improvements. The Campo Road improvements will result in a substantial greening of the public right-of-way. This will reduce impervious surfaces by replacing asphalt and concrete with landscaped medians, parkways, sidewalks, and street trees.

How?

The greening of the Corridor will result in the reduction of pollutant loads, rates of runoff, sediment transport, and urban heat island effects. These areas can be used to provide water quality treatments. There is an opportunity to also modify the existing open culvert adjacent to Kenwood Drive as a potential regional treatment facility to:

Figure 2-55: Strategy Location and Related Goals



Source: Michael Baker International

- Provide significant water quality improvements.
- Eliminate the need to provide independent private treatment facilities on every property for every project that disturbs more than 5,000 square feet. This would save time, cost, and land and significantly simplify the site improvement process.

The County's best management practices (BMP) design manual provides direction for handling stormwater runoff. The Specific Plan intends to comply with these standards. **Section 3.11** in **Chapter 3** discusses recommended treatments for stormwater runoff. Any improvements will be required to meet the policies and permitting requirements of the Regional Water Quality Control Board. The use of these treatments also aligns with County General Plan goals COS-4 and COS-5. The Specific Plan provides an appropriate amount of space based on known conditions and best practices to incorporate the BMP standards but will be finalized during the final design stage. The design and engineering aspects and permitting requirements must be considered up-front during the final design stage to provide for an appropriate amount of space.

The open culverts east of Bonita Street and adjacent to Kenwood Drive were reviewed in 2007 by the County of San Diego Department of Public Works (DPW) Flood Control Division. The Specific Plan area lies within Special Drainage Area 1 (SDA-1). This effort identified potential actions for the area, including creating an existing drainage facility inventory, determining ultimate drainage needs based on future land uses, estimating construction costs for these needs, and prioritizing project implementation.

According to SDA-1, many of the existing drainage facilities within and near the Specific Plan area, while constructed to the standards in place at the time, are currently not sized to convey the 100-year flood. The

100-year flood is the federal standard that corresponds to a flood event that has a one percent chance of being equaled or exceeded in any given year. SDA-1 proposed alternatives for the upgrade or replacement of the undersized drainage facilities.

SDA-1 is outdated, and DPW Flood Control recommends conducting a new detailed study to analyze and propose drainage improvements in the area that also considers community resiliency, water quality events, post-fire debris flow, equity, and climate change.

The water system does not appear to require any significant upgrades or modifications to accommodate the proposed development. The Campo Road sewer main is currently deficient and planned for replacement in 2024–2025. The potential growth and impacts of the Specific Plan have been coordinated with the County Department of Public Works. The proposed upgrades will be sized to accommodate the projected growth. More discussion is in the **Background Report Appendix E Existing Conditions Report**.

2.3.21 Cross-Streets, Parallel Streets, and Alleys

Intent

Consideration for enhancement of streetscapes and improved safety for cross streets, parallel streets and alleys that provide vehicular and pedestrian connections into and around Campo Road.

Why?

Within the Specific Plan Area, six streets intersect with Campo Road. These streets include Kenwood Drive, Conrad Drive, Bonita Street, Barcelona Street, Cordoba Avenue, and Granada Avenue, which is a five-way intersection with Casa de Oro Boulevard. In addition, two streets, San Juan Street, Dolores Street, and the Kenora Drive alley run parallel to Campo Road, are primarily privately maintained, and are located just outside of the Specific Plan boundary.

The reconfiguration of Campo Road will serve as the primary catalyst for the area's revitalization (refer to**2.3.9 Roadway Reconfiguration**), but it is imperative to highlight how cross-streets and adjacent routes can further support the implementation of this Plan.

How?

While traffic assessments and forecasts indicate that two lanes are adequate to accommodate existing and proposed trips through the Corridor from Granada Avenue to Conrad Drive (refer to **Background Report Appendix B Traffic Assessment Report**), these cross streets and parallel streets and alley provide additional routes through the Corridor and to adjacent destinations, such as nearby existing residential and commercial uses.

Figure 2-56:: Strategy Location and Related Goals

Source: Michael Baker International

Cross-Streets

Parallel parking is proposed to continue on Bonita Street, Barcelona Street, Cordoba Avenue, and Granada Avenue. Other improvements proposed by the Specific Plan on these streets include intersection bulb-outs to shorten the distance for pedestrians crossing these streets and edge friction techniques (refer to **2.3.17 Edge Friction**). Cross streets also provide the main entrances to off-street surface parking areas, improving pedestrian safety along Campo Road by reducing the number of conflict points along the Corridor's main road (refer to **Figure 2-37)**.

Proposed improvements to the intersection at Kenwood Drive and Campo Road are shown on **Figure 2-30**, and an illustration of the proposed configuration of Conrad Drive can be found in **Figure 2-31**.

Parallel Streets and Alley

The proposed reconfiguration of Campo Road aims to provide a system of mobility within the area that is safe and encourages use of a variety of transportation modes. Prioritizing possible improvements to the parallel streets helps support the Campo Road reconfiguration by maximizing connections, making alternative routes more usable, and improving overall circulation and access.

The parallel streets located just outside of the Specific Plan's boundary, including Dolores Street, Kenora Drive, and San Juan Street, can be considered for inclusion in future grant applications, infrastructure improvements, and investment to revitalize the Corridor.

Dolores Street is a 60-foot-wide County-maintained parallel street to the south of Campo Road.

San Juan Street is a parallel street north of Campo Road, and is a partially County-maintained road with an approximate 775-foot private segment between Conrad Drive and Bonita Street not maintained by the County. Segments approximately 275 feet east from Conrad Drive and 200 feet west from North Bonita Street are maintained by the County along San Juan Street.

Kenora Drive is a 20-foot wide partially County-maintained alley to the south of Campo Road between Bonita Street and where Kenora turns north toward Kenwood Drive. County maintenance only currently covers the first 385 feet from Kenwood Drive, with the remaining 1,550-foot segment spanning to South Bonita Street not County maintained

These streets and alleys currently exist as the backside of the development facing Campo Road. With the updated development standards proposed in Chapter 3 (refer to **Table 3-3 Development Standards**), structures along these streets and alleys will be subject to placing structures directly along the right-of-way and meet private frontage and building façade design specification requirements found in **Section 3.4 Development Standards**.

Figure 2-57: Campo Road and Cross Street

In order for the non-County maintained segments of San Juan Street and Kenora Drive to be improved and maintained by the County, these segments need to be accepted into the County's road maintenance inventory through the Department of Public Works. For a road to be accepted into the County's maintenance inventory, it must be built to minimum County standards.

Currently, as these segments are not part of this maintenance inventory, these segments or roads and alleys are the responsibility of the adjacent property owners, which include clearance of debris and keeping these segments improved up to County road or alley standards. Improvement of these surrounding routes would be in addition to the totals found in **Section 4.5 Planning Level Cost Estimate**.

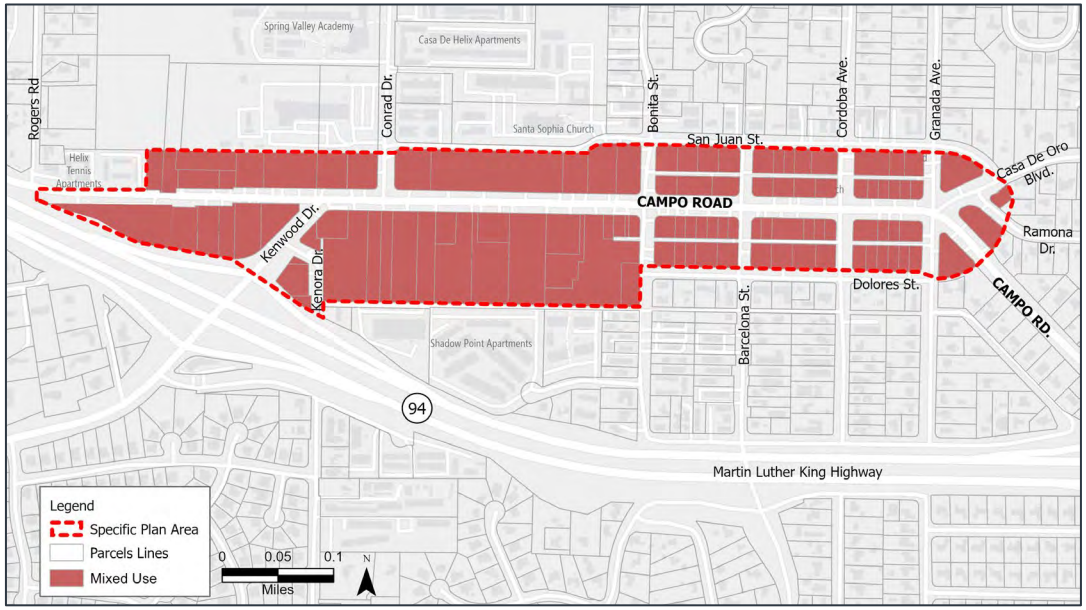
2.4 Development and Mobility Plan

The land use designation in the Specific Plan area is mixed-use. It will allow a horizontal and vertical mix of residential and non-residential uses, as identified in **Table 3-2 Use Regulation of Chapter 3**. The land-use plan is depicted in **Figure 2-58**.

The Development and Mobility Plan depicts an illustrative example of a potential built-out scenario based on the Specific Plan area's Vision, Goals, and Strategies. It provides direction for changes to the private and public realm. The transformation of Campo Road is the centerpiece of the Specific Plan and is intended to be a catalyst for the redevelopment of the Specific Plan area. The transformation focuses on reorienting Campo Road from a nearly exclusively auto-centric design to a multimodal, active, and inviting street. The design would prioritize the safety and comfort of people of all ages and abilities. Changing the character is necessary to attract and support new development.

The Specific Plan provides a traditional street grid environment with reconfigured roadways and roundabouts along Campo Road. It is designed to incorporate traffic-calming measures to reduce peak vehicle speeds (without increasing overall travel time), enhance pedestrian safety, promote walkability and bikeability, and improve the area's commercial desirability.

Figure 2-58: Land Use Plan



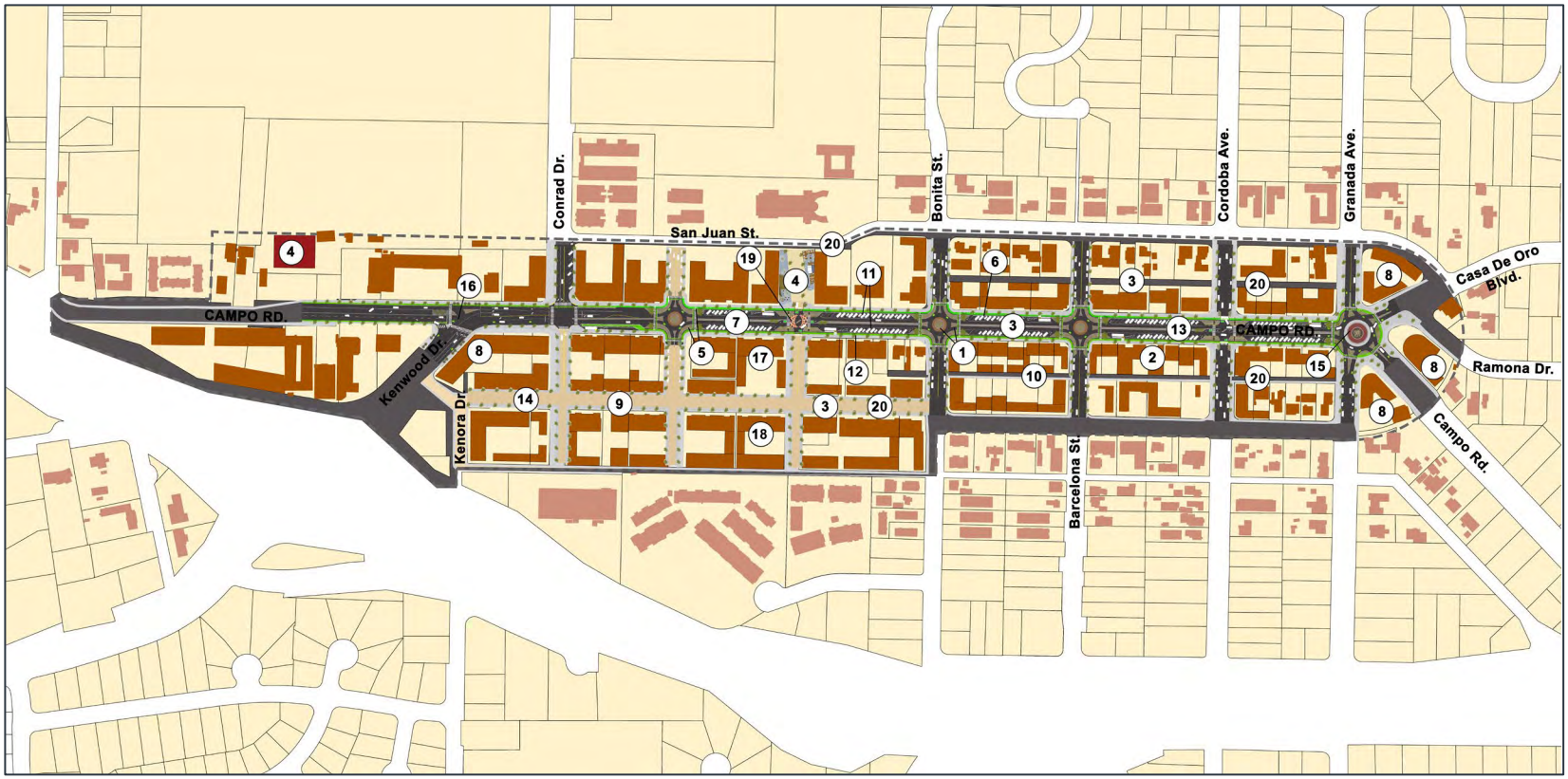
Source: Michael Baker International

Figure 2-59 highlights 20 key features of proposed infill, redevelopment, enhancement, or transformation. Some of these features are generalized and applied Corridor-wide, while others are specific to a particular location. These key features are listed below. An aerial view of the Specific Plan area can be found in **Figure 2-58.**

2.4.1 Key Features

1. *Corridor-wide:* Design elements (such as roundabouts) reduce traffic speeds, ease turn movements, and allow U-turns and pedestrian crossings.
2. *Corridor-wide:* New, two- to four-storied, street-fronting mixed-use buildings frame the public realm, activate the sidewalk, and promote a pedestrian-friendly and walkable streetscape along Campo Road in the Main Street District.

Figure 2-59: Example of Potential Building Placement and Road Alignment



Source: Michael Baker International, Safdie Rabines Architect, KTUA
Note: The plan depicted here is an example of potential built out scenario and is for illustrative purposes only.

3. *Corridor-wide:* Consolidated driveways along the entire Campo Road and coordinated private internal circulation routes reduce pedestrian-vehicular conflicts and enable on-street parking and expanded sidewalks.
4. *Area Specific:* A potential community plaza that is publicly accessible will need coordination with the property owner to create a central gathering space for both casual and more formal community events. Two potential locations off the main street are identified- the area between Campo Road and Santa Sophia Church and the area adjacent to the proposed Multiple Government Services Facility and the Young Actors' Theatre, west of Kenwood Drive.
5. *Corridor-wide:* Corner curb extensions at intersections along with Campo Road calm traffic and create a more equitable pedestrian-friendly environment. The space can be used

for a significant greening of Casa de Oro, including the sidewalk.

6. *Corridor-wide:* A "Park-Once" strategy exists throughout the Specific Plan area, including a substantial increase in on-street parking, reductions in required off-street parking, incentives for shared parking, and trip reduction.
7. *Corridor-wide:* Stormwater best management practices are implemented all along Campo Road by reclamation and beautification of the portions of streets and rights-of-way that are unnecessary for vehicular travel within the Corridor.
8. *Area Specific:* Triangular lots in Gateway District areas lead to special building frontages, plazas, and green spaces that contribute to a special gateway character.
9. *Area Specific:* New east-west internal circulation connections facilitate business and mobility via a traditionally dimensioned block and street grid. These new internal circulation routes remain private.
10. *Corridor-wide:* Existing mid-block alleys are improved to provide access to the parking behind buildings.
11. *Corridor-wide:* Protected bike lanes are provided that are suitable for all ages and abilities.
12. *Corridor-wide:* Uniform street furniture, including benches, recycling, waste receptacles, and lighting, as well as street trees, add amenities throughout Campo Road to contribute to overall public comfort and cleanliness.
13. *Corridor-wide*: Two travel lanes, 161 on-street parking spaces, street trees, and widened sidewalks will enhance Campo Road between Conrad Drive and Granada Avenue.
14. *Area Specific:* The traditional street grid is extended to the superblocks west of Bonita Street via internal circulation routes. San Juan Streetand Kenora Drive would be connected and enhanced to encourage pedestrian traffic.
15. *Area Specific:* Gateway roundabout with sculptural artwork announces the entry at Granada Avenue roundabout and Kenwood Drive and Campo Road intersection.
16. *Area Specific:* Campo Road/Kenwood Drive intersection is enhanced with western gateway signage and enhanced pedestrian crossings.
17. *Area Specific:* Strip center is redeveloped with mixed-use buildings, creating active uses and visual and physical connections between Campo Road and San Juan alley between Conrad Drive and N. Bonita Street.
18. *Area Specific:* New buildings frame internal circulation routes.
19. *Area Specific:* Signalize intersection to allow left-turn exits and provide an alternative to the Kenora Drive/Kenwood Drive intersection.
20. *Area Specific:* San Juan Street, Kenora Drive, and other alleys provide access to buildings via parking areas to the rear of buildings.

Figure 2-60: Development and Mobility Plan Aerial View

Source: Michael Baker International, Safdie Rabines Architect, KTUA

2.4.2 Development Plan Scenarios

It is difficult to predict what development will take place in the area, as it is based on various factors such as changing market conditions, demographics, and owner interests and expectations. Planners use scenario development exercises to predict the range of development that is likely to take place in an area. These are based on existing conditions and observed local, regional, and global trends. Based on the trends governing the Specific Plan area, five land-use scenarios were developed (refer to **Table 2-2,** Development Plan Scenarios). All of the development scenarios would be transformational in terms of attracting new development and housing for the area. All scenarios considered a 10- to 15-year horizon for a Specific Plan. These scenarios meet the development analyzed in the General Plan EIR.

The use categories in these scenarios were aggregated and simplified into four major groups:

- Retail/Service
- Office/Bank/Civic
- Restaurant/Bar
- Residential

Among the five scenarios, residential growth is assumed to range anywhere from 600 to 1,450 new dwelling units depending on the amount of retail in the scenario. Limited growth in the office/bank/civic and restaurant/bar categories is assumed in scenarios 4 and 5 to show a more balanced development of the area. The amount of retail/service use is assumed to either remain the same or shrink over time. Retail growth assumptions fall into three categories:

- **No Growth**—Assumes that no additional retail space will be added. The existing vacant or underutilized properties will be filled or redeveloped with the same capacity as existing ones. This will account for an additional retail increase of 20 percent–30 percent due to the full utilization of properties. This is depicted in scenario 1.
- **15% Retail Contraction**—The current retail space (including vacant properties) is assumed to shrink by 15 percent. This is depicted in scenarios 2 and 4.
- **23% Retail Contraction**—The current retail space (including vacant properties) is assumed to shrink by 23 percent. This is depicted in scenarios 3 and 5.

The first three scenarios maximize the number of dwelling units and assume all other offices/bank/civic and restaurant uses remain the same. Scenarios 4 and 5 assume a mix of residential and modest growth of office and restaurant uses.

Table 2-2: Development Plan Scenarios

	Use/Scenario	Existing Development (SF or DU)*	Proposed Development (SF or DU)*	Total Development (SF or DU)*	ADT Rate (SANDAG)**	Existing Development ADT	Proposed Development ADT	Total Development ADT
SCENARIO 1: No Retail Growth- 20 to 30 percent backfill, Max Residential	Retail/Service	406,072	-	406,072	30/ 1,000 SF	18,810	-	1,508
	Office/Bank/Civic	155,422	-	155,422	20/ 1,000 SF	3,355	-	2,944
	Restaurant/Bar	15,574	-	15,574	160/ 1,000 SF	2,492	-	2,492
	Residential	66	675	741	6/ DU	460	3,848	4,222
	TOTAL	**643,068**	**675,000**	**1,318,068**		**25,117**	3,848	**28,964**
SCENARIO 2: 15% Retail Contraction, Max Residential	Retail/Service	406,072	(61,318)	344,754	30/ 1,000 SF	18,810	(3,372)	1,508
	Office/Bank/Civic	155,422	-	155,422	20/ 1,000 SF	3,355	-	2,944
	Restaurant/Bar	15,574	-	15,574	160/ 1,000 SF	2,492	-	2,492
	Residential	66	1,200	1,266	6/ DU	460	7,200	7,595
	TOTAL	**643,068**	**1,138,682**	**1,781,750**		**25,117**	**3,828**	**29,044**
SCENARIO 3: 23% Retail Contraction, Max Residential	Retail/Service	406,072	(91,977)	314,095	30/ 1,000 SF	18,810	(5,059)	1,508
	Office/Bank/Civic	155,422	-	155,422	20/ 1,000 SF	3,355	-	2,944
	Restaurant/Bar	15,574	-	15,574	160/ 1,000 SF	2,492	-	2,492
	Residential	66	1,450	1,516	6/ DU	460	8,700	9,095
	TOTAL	**643,068**	**1,358,023**	**2,001,091**		**25,117**	**3,641**	**28,858**
SCENARIO 4: 15% Retail Contraction; balance residential, office, restaurant	Retail/Service	406,072	(61,318)	344,754	30/ 1,000 SF	18,810	(3,372)	1,508
	Office/Bank/Civic	155,422	20,000	175,422	20/ 1,000 SF	3,355	1,000	2,944
	Restaurant/Bar	15,574	15,500	31,074	160/ 1,000 SF	2,492	2,480	4,972
	Residential	66	600	666	6/ DU	460	3,600	3,995
	TOTAL	**643,068**	**574,182**	**1,217,250**		**25,117**	**3708**	**28,924**
SCENARIO 5: 23% Retail Contraction; balance residential, office, restaurant	Retail/Service	406,072	(91,977)	314,095	30/ 1,000 SF	18,810	(5,059)	1,508
	Office/Bank/Civic	155,422	45,000	200,422	20/ 1,000 SF	3,355	1,500	3,444
	Restaurant/Bar	15,574	22,500	38,074	160/ 1,000 SF	2,492	3,600	6,092
	Residential (DUs)	66	625	691	6/ DU	460	3,750	4,145
	TOTAL	**643,068**	**600,523**	**1,243,591**	-	**25,117**	**3791**	**29,008**

SF - Square Foot; DU - Dwelling Unit; ADT - Average Daily Traffic
Note: Red numbers (#,###) indicate a reduction from existing conditions
**SF is used for Retail/Service, Office/Bank/Civic, and Restaurant/Bar; DU is used for Residential*
***ADT Rate SANDAG: Average daily traffic (ADT) volumes are prescribed by the San Diego Association of Government (SANDAG) to estimate trips based on use for existing and proposed developments*

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Chapter 3: Development Standards and Design Guidelines

Chapter Contents

This Chapter contains the Development Standards and Design Guidelines for the Specific Plan area, which are intended to implement the envisioned physical design, character, and uses of all buildings and open spaces. Development Standards are regulatory requirements, while Design Guidelines are recommendations to assist applicants and County staff reviewers. The Design Guidelines also provide guidance for public realm development. The standards and guidelines are intended to:

- Generate appropriately scaled local neighborhood blocks and buildings along Campo Road in the Specific Plan area that transform it from auto-oriented strip centers to a mixed-use, walkable shopping, living, and working experience.
- Provide diverse and high-quality shopping and housing opportunities along Campo Road.
- Provide additional and/or enhanced social and commercial opportunities along Campo Road within walking distance of new and existing homes.
- Build upon and extend the existing pattern of the traditional small lots and walkable blocks on the eastern end of Campo Road and surrounding neighborhood development.

Figure 3-1: Example of Pedestrian-Scaled Development

Source: AVRP Studios

PART I - Overview of Development Standards and Design Guidelines

Part I provides an overview of standards and guidelines and provides the following introductory sections:

- General Provisions
- Districts

3.1 General Provisions

The Development Standards and Design Guidelines are intended to coordinate private development efforts to transform the Campo Road corridor from a strip commercial center into a robust main street in a way that is consistent with the County's General Plan and Valle de Oro Community Plan goals and policies.

The **General Plan** identifies the Specific Plan area as a Village and states that this designation is intended for pedestrian-scaled town center development. A wide variety of commercial, civic, and residential uses are encouraged by this designation, and these uses may be mixed "vertically"—on separate floors of a building—or "horizontally"—in separate buildings on a single site or on adjacent parcels. To maintain a pedestrian scale and orientation, retail and other active uses are encouraged at the street level. The General Plan Land Use Element states that shared parking arrangements may be allowed consistent with the nature of the mixed uses, and that specific maximum FAR and residential density standards shall be developed through community-specific town center planning. Permitted uses must be consistent with the town center plan.

The **Valle de Oro Community Plan** identifies the Campo Road Corridor as its commercial and high-density residential urban core and is appropriate for the "highest intensities and the greatest mix of uses." The Valle de Oro Community Plan promotes a vibrant commercial area and high-quality residential uses that is a pleasant, safe environment for present and future residents. The Valle de Oro Community Plan's Land Use section identifies policies for Commercial uses, which encourage the development of commercial businesses in compact configurations and discourage "strip" commercial developments and require neighborhood clustered shopping areas to provide pedestrian orientation and meet strict design controls.

This **Campo Road Corridor Revitalization Specific Plan** is a town center plan for the Valle de Oro community as identified in the General Plan. This plan envisions a revitalized "town center" for Casa de Oro with 2- to 5-story mixed-use buildings that frame an attractive and activated new main street that is walkable, bikeable, and usable for all ages. It is the purpose of the Specific Plan, and especially of these development standards, to implement the community's and County's shared vision for a mixed-use village center.

3.1.1 Applicability

This Development Standards and Design Guidelines section regulates land use and the physical form of development for all parcels identified in **Figure 3-3**. Two new districts are established herein as the Main Street (MS) and Gateway (GW) areas. These replace the previous Commercial Land Use designations and C36 and C42 Commercial Zoning for all property and uses within its boundaries.

All additions and changes in use are subject to all applicable standards within this Chapter.

A. New Zoning Regulations

This Specific Plan replaces the adopted C36, C42, and SR zoning regulations for parcels within the Specific Plan area and continues to rely on many of the land use and procedural requirements of the County Zoning Ordinance. In cases where this Chapter is silent, the requirements of the Zoning Ordinance shall apply. In cases where there is a conflict between the requirements of this Chapter and those of the Zoning Ordinance , the requirements of this Chapter shall apply.

All proposed development improvements associated with this Specific Plan will remain subject to the standards and

requirements of other County ordinances and manuals, including the Parking Design Manual, the Landscape Ordinance, the Water Efficient Landscape Design Manual.

B. Existing Structures and Uses

Permitted structures and uses that do not conform to the standards of this Chapter on the date of its adoption shall be deemed to be nonconforming. The provisions of the Nonconformity Regulations of the Zoning Ordinance as amended shall apply to all parcels within the Plan area.

3.1.2 Rules of Construction

The following general rules of construction apply to the text of this Chapter. In case of ambiguity, the Director of Planning & Development Services (PDS), or Director, shall determine the appropriate application of standards based on the vision for the Corridor as described in **Chapter 1**.

A. Uncertainty

In cases of uncertainty regarding the application of any of these Development Standards and Design Guidelines, the Director shall have the authority to make a determination or interpretation.

B. Illustrations

In case of any difference of meaning or implication between the text of any provision and any illustration, graphic, and/or photograph, the text shall control unless the intent of the standard is clearly otherwise.

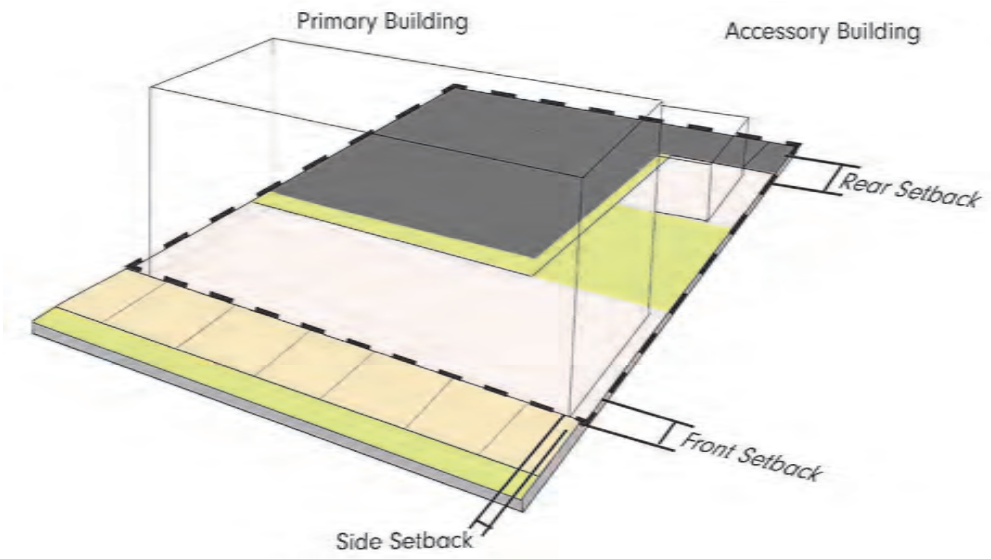
C. Terminology

"Shall" is always mandatory and not discretionary. "May" and "Should" are discretionary.

D. Definitions

Whenever a defined word appears in this Chapter, its meaning is as defined in the Definitions section of the Zoning Ordinance or as otherwise set forth in this Specific Plan. Words not defined in this Chapter are interpreted in accordance with their dictionary meaning and customary usage in the Zoning Ordinance. In cases of ambiguity, the Director shall determine the appropriate meaning.

Figure 3-2: Lot and Building Layout Diagram – General



Source: Michael Baker International

3.1.3 Permit Processes

A. Process Overview

Modifications to existing structures, including those that do not conform to this Specific Plan, can be made in accordance with existing provisions and the Nonconforming Regulations thresholds in the Zoning Ordinance. Owners and potential applicants should consult with County staff.

Site Plan Permit Approval is required for most exterior building and site modifications. The Zoning Ordinance includes several options for exemption from Site Permit Approval. This Specific Plan creates an additional streamlined approval path.

Most uses allowed in the Specific Plan corridor are allowed as Permitted (P) without any discretionary review or approval.

Uses subject to a Major or Minor Use Permit require a public hearing and discretionary approval by the Planning Commission or Zoning Administrator, respectively. Any such Major or Minor Use Permit shall require and be inclusive of the Site Plan Permit.

Contrary to the Site Plan Review Procedure of the Zoning Ordinance , projects that are deemed to be in full compliance with all objective standards and guidelines of this Chapter do not require referral to and advisory review by the Community Planning Group or Design Review Board.

Requested exceptions or deviations from the objective requirements and guideline standards of this Chapter may be permitted by the Director following referral to and consideration of the Community Planning Group or Design Review Board for advisory design review comments.

New or changed uses which do not require a use permit or exterior improvements shall only be subject to ministerial permit requirements issued by the Building Department.

3.1.4 Approval Process

An initial consultation with staff is recommended to determine eligibility for each approval process.

A. Site Plan Permit Approval Process

A Site Plan Permit (per the Site Plan Review Procedure section of the Zoning Ordinance) is required for most exterior building and site modifications. Modifications, repairs, and alterations to existing structures are allowed in accordance with existing provisions and thresholds in the Zoning Ordinance. All projects, including repairs, alterations, or expansions of existing structures due to damage, are subject to the Nonconforming Regulations of the Zoning Ordinance.

Site Permit Approval is a discretionary review process by the Director. A public hearing is not required. Director decisions are appealable to the Planning Commission.

Preparation and adoption of this Specific Plan preclude the referral of the application to the Valle de Oro Community Planning Group (VDOCPG).

However, all requested deviations, exceptions, or variances from the standards and guidelines of the Chapter, or for modifications of approvals granted in accordance with this Specific Plan, shall be referred to the VDOCPG for its advisory review and recommendation pursuant to the Site Plan Permit Exemption – Community Design Review section of the Zoning Ordinance. Such referral shall be in addition to the otherwise applicable process and requirements of the Zoning Ordinance.

B. Site Plan Permit Exemptions

The Director may grant an exemption from the discretionary Site Plan Permit requirement as noted in this Chapter and in accordance with the Site Plan Permit Exemption – Community Design Review section of the Zoning Ordinance. The standards and objective design guidelines of this Chapter shall be used as the "checklist" for Design Review Checklist exemption from the discretionary Site Plan Permit requirement of the Zoning Ordinance. The process includes a referral of the Site Plan Permit to the VDOCPG, which may verify

conformance with the checklist requirements. A developer may initiate the Site Plan Permit Design Review Checklist Exemption to expedite the approval process.

C. Use Permits

Permitted uses for lots and buildings are listed in **Table 3-2: Use Regulations**, which identifies the following types of approval for new or changed uses as follows:

a. "Permitted" uses are allowed "by-right" without any discretionary approval and subject only to otherwise required ministerial permits from the Building Department (e.g., building permits for interior tenant improvements).

b. "Minor Use Permit" uses require a public hearing and are approved by the Director and require the submission and approval of a Minor Use Permit application subject to the regulations of the Use Permit Procedure section of the San Diego County Zoning Ordinance. A minor use permit shall require and be inclusive of a Site Plan Permit.

c. "Major Use Permit" uses require a public hearing and are approved by the Planning Commission and require the submission and approval of a Major Use Permit application subject to the regulations of the Use Permit Procedure section of the San Diego County Zoning Ordinance. A major use permit shall require and be inclusive of a Site Plan Permit.

3.1.5 Community Space Program

A. Intent

The intent of this Section is to incentivize the creation of usable community space in the heart of the Campo Road Corridor and the transformation of Campo Road to a vibrant, walkable, mixed-use main street. The desired Town Center Community Space is not likely to be provided by the market alone in the near term. Similarly, some incentives may be necessary or appropriate to facilitate one or more of the initial redevelopment projects and implementation of the new Campo Road design. The initial development project(s) will be important in establishing the new Main Street development pattern. A successful project will function as a catalyst for further development. This Section allows for additional building height and floor area as an incentive for the creation of the identified community benefits. See **Section 3.7.C** for guidelines.

B. Agreement Required

To take advantage of the opportunity for an increase in height limit or FAR, the developer is required to enter into a binding agreement with the County that specifies the nature and extent of public benefits the project will provide and the period during which the entitlement will be available to the developer to implement the project and improvements. The site plan permit for any project utilizing this opportunity shall be referred to the VDOCPG for its advisory review. The VDOCPG review shall evaluate whether the proposed community benefit is adequate, a coherent part of the overall development, and contributes to the vision for the Campo Road Corridor as described in **Chapter 2, Section 2.3.6.**

C. Bonus Story and FAR

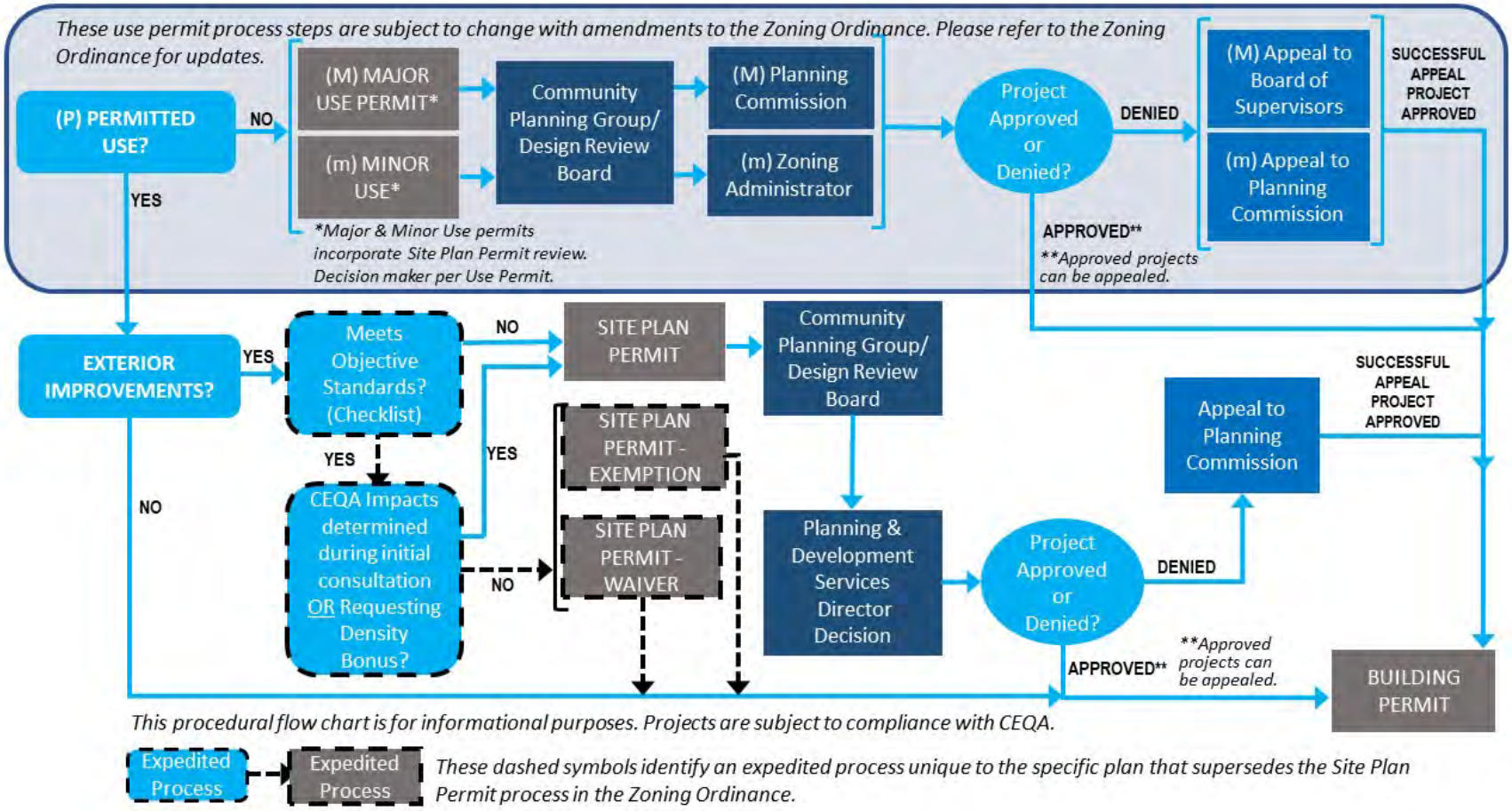
In exchange for the eligible public benefit(s) per the recorded agreement, the County shall allow the developer that is providing the benefit to construct one additional complete story (up to 10 feet more than the maximum per **Table 3-3**.) and 1.0 FAR of occupiable space per **Table 3-1**.

The County reserves the right to add and consider other community benefits not listed below.

Table 3-1: Community Space Program

Community Space Type	Additional Bonus Story/ FAR	Conditions
Town Center/ Community Open Space	1 / 1.0	A public plaza, park, green, or square designed per the Design Guidelines, **Section 3.7.C.** One bonus per block. Must be within the Town Center area shown in **Figure 3-4**. The plaza, park, green or square must be part of a full block depth development, include 100 feet of frontage on Campo Road, a minimum of 0.5 acres in area, and be activated on at least two sides by ground floor uses that front on and, except for corner uses, derive primary access from the space.
Paseo/Passage	0.5 / 0.5	A pedestrian-accessible walkway designed per the Design Guidelines, **Section 3.7.C**. The Paseo shall be at least 12 feet wide, no closer than 150-feet to another parallel right-of-way, and shall connect one street to another street located north or south of Campo Road. The paseo must be part of a full block depth development and activated on both sides by ground floor uses that front on and, except for corner uses, derive primary access from the paseo.
Catalyst Redevelopment	1 / 1.0	The first mixed-use redevelopment project between Kenwood and Bonita, and between Bonita and Granada. The project(s) shall have a minimum of 200 feet of frontage on Campo Road, conform with the objective standards and guidelines of this Chapter, build or fund the Campo Road improvement plan for the entire project frontage, and significantly advance the goals and vision of the Corridor.
Expedited Campo Road Reconstruction	1 / 1.0	Funding or design of the Campo Road reconstruction plans; or funding or construction of one block reconstruction in addition to the project frontage.

Figure 3-3: Project Approval Process Flow Chart



Source: Michael Baker International

3.2 Districts

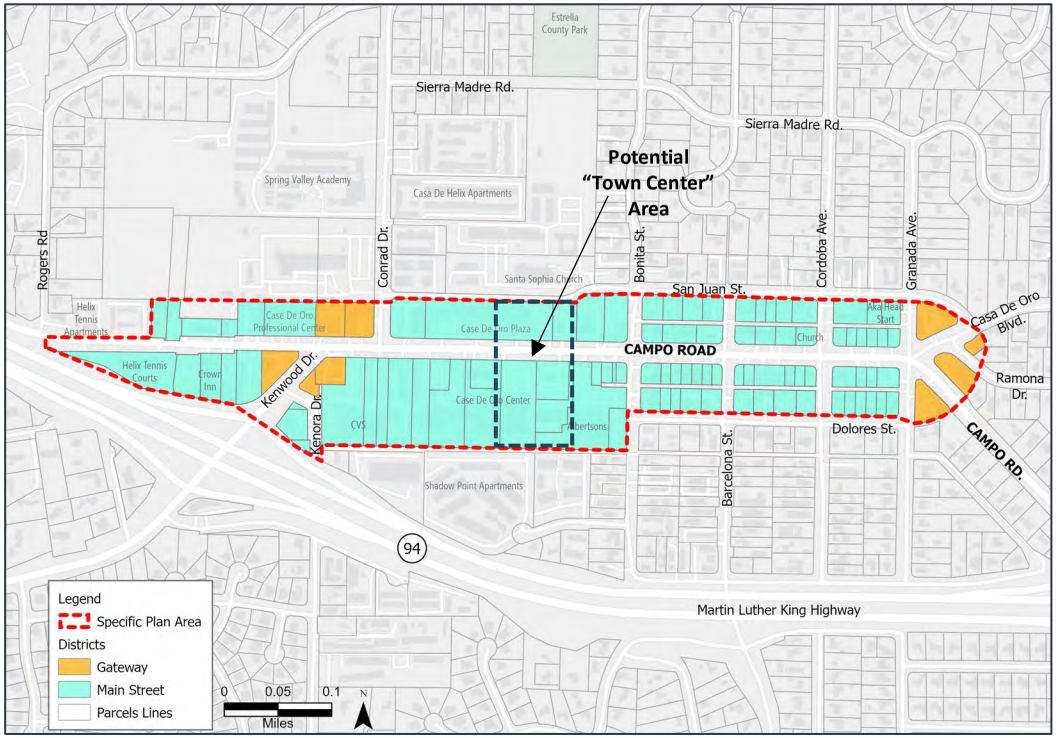
To generate the physical vision for the Campo Road area, this Specific Plan Map replaces all zoning designations within its boundaries to S88 Zoning (**Figure 3-4**). The Campo Road Corridor Revitalization Specific Plan area is divided into two districts: Main Street (MS) and Gateways (GW).

The intent of these individualized district development standards is to further define the distinctive places with varying degrees of development intensity and mix of uses with regulatory tools to generate intended outcomes described in **Chapter 2, Section 2.3.1**.

These standards, including the objective design guidelines contained in this Chapter, shall be used as the "checklist" for Design Review Checklist exemption from the discretionary Site Plan Permit requirement pursuant to the Site Plan Permit Exemption – Community Design Review section of the Zoning Ordinance.

The "MS" and "GW" districts represent relative places on a continuum of lower intensity of mixed-use development on the edge/Gateway to more intense mixed-use development in Casa de Oro's Town Center along Campo Road's traditional Main Street (MS).

Figure 3-4: Districts in Specific Plan Area



Source: ESRI, San Diego County GIS, Michael Baker International

3.2.1 Purpose and Intent

The intent of the Specific Plan's District Development Standards is the following:

A. Mixed-Use and Walkable

To develop compact, mixed-use, and walkable places and provide both attainable and affordable housing opportunities.

B. Traditional Main Street

To reinforce the image of a pedestrian-oriented Main Street in Casa de Oro's town center.

C. Community Spaces

To provide usable community spaces that serve as necessary public amenities for citizens, residents, and visitors.

3.2.2 District Descriptions

Refer to **Figure 3-4**, which identifies that various Districts, as further described below.

Main Street (MS)

This area extends the length of the Specific Plan corridor except for the properties east of Granada and abutting the intersection of Kenwood and Campo Road. The area includes two distinct development patterns. The intent of the district is to create a unified and integrated main street.

The area between Bonita Street and Granada Avenue embodies the best example of traditional Main Street characteristics on Campo Road today, including walkable block sizes, grided street pattern, and continuous building wall. These features are intended to be replicated by new development. With improvement, its existing gridiron street pattern, and the block pattern naturally allows for lively, pedestrian-oriented retail, restaurant, service, and similar ground floor uses, with housing and offices on the upper floors. This district builds upon this area's simple and planar building facades, with ground floor shopfronts set very near the back of the sidewalk, with simple arrangements of recessed window openings stacked above the shopfronts, reflecting the traditional 50-foot lotting pattern. The most significant change is the removal of the narrow parking area in front of the primary buildings and enabling new buildings to front directly on the primary street and Campo Road.

This district also includes the area west of Bonita Street, which was built later in the mid-20th century with auto-oriented strip center commercial buildings set far back from Campo Road.

The large setbacks and parking lots in this portion of the MS district may more readily accommodate infill and redevelopment, and as the geographic center of the Corridor, it can function as the new Town Center area.

Throughout the new MS district, new buildings are set closer to the sidewalk, and building façades should reflect traditional lotting patterns with simple arrangements of recessed window openings and office and residential uses stacked above primarily commercial uses on the ground floor.

Gateway (GW)

This area is a less intense and less flexible urban pattern due to its odd-shaped lots fronting onto two primary streets. Buildings are set back further from the sidewalk and may have less active uses on the ground floor. The intent of this Zoning District is to generate a distinctive gateway that includes a welcoming and ceremonial entry to Casa de Oro's Town Center on Campo Road.

PART II - Development Standards for Private Buildings and Spaces

The following sections are intended to be used by private developers in the design of their buildings on individual parcels and for Site Plan Discretionary and Administrative Permit review prior to the approval of building permits. These development standards are intended to implement the Vision and Goals set forth in **Chapter 1**. Standards for private development are described in the following sections:

- 3.3 Land Use Regulations
- 3.4 Development Standards
- 3.5 Block Retrofit Requirements

3.3 Use Regulations

3.3.1 Land Uses

The use regulations in **Table 3-2**, for the two districts, are established by the following letter designations:

- "P" designates permitted uses.
- "M" designates the uses that are permitted after review and approval of a Major Use Permit.
- "m" designates the uses that are permitted after review and approval of a Minor Use Permit.
- Uses not listed are not permitted.

Table 3-2: Use Regulations

USE TYPE	DISTRICT	
RESIDENTIAL	MS	GW
Second Dwelling Unit	P	P
Family Residential	P	P
Multi-family	P	P
Mixed-Use Residential and Commercial (Horizontal, Vertical)	P	P
CIVIC	MS	GW
Administrative Services	P	P
Ambulance Services	P	P
Clinic Services	P	P
Community Recreation	P	P
Cultural Exhibits and Library Services	P	P
Child Care Center	P	P
Civic Plaza	P	P
Essential Services	P	P
Fire Protection Services	P	P
Law Enforcement Services	P	P
Lodge, Fraternal and Civic Assembly	P	P
Major Impact Services and Utilities	M	M
Minor Impact Utilities	P	P

USE TYPE	DISTRICT	
CIVIC (Continued)	MS	GW
Parking Services	m	m
Postal Services	P	P
Religious Services and Assembly	P	P
Gymnasium Facilities	P	P
Small Schools (50 of fewer students)	P	P
COMMERCIAL	MS	GW
Administrative and Professional Services	P	P
Brewpub, Winery, Tasting Room	P	P
Brewery	P	P
Brewery, micro-	P	P
Cottage Industries	P	P
Convenience Sales and Personal Services	P	P
Custom Manufacturing	P	P
Eating and Drinking Establishments	P	P
Financial, Insurance and Real Estate	P	P
Food and Beverage Retail Sales	P	P
Lodging: Hotels, Motels, Resort	P	P
Medical Services	P	P

Table 3-2: Use Regulations

USE TYPE	DISTRICT			USE TYPE	DISTRICT	
COMMERCIAL	MS	GW		COMMERCIAL	MS	GW
Participant Sports and Recreation (Indoor & Outdoor)	P	P		Retail Sales, General (not exceeding 8,000 for individual use fronting on Campo Road)	P	P
Personal Services, General	P	P		Retail Sales, Specialty	P	P
Repair Services	P	P		Spectator Sports and Entertainment: Limited	P	P
Accessory and temporary uses are allowed pursuant to the Temporary Use Regulations and the Accessory Use Regulations of the Zoning Ordinance, including but not limited to Outdoor Entertainment Events, Art Shows, Certified Farmer's Markets, Temporary Outdoor Sales, Bed and Breakfast Home, Outdoor Café Seating, Sidewalk Café in the Right-of-Way, and Brewery or Microbrewery with an Eating and Drinking Establishment.						

3.3.2 Outdoor Uses

A. Outdoor Use Areas

Outdoor use areas are unenclosed areas on the private property associated with and accessory to an eating and drinking establishment, commercial services, or a public assembly use that is open to the general public.

1. An outdoor use area located above the ground level or otherwise exceeding limits of the Accessory Use Regulations section of the Zoning Ordinance , may be permitted subject to a minor use permit.
2. The hours of operation shall be limited to 8:00 am and no later than 10:00 pm Sunday through Thursday and no later than 11:00 pm Friday through Saturday, except as specified in the use permit.

B. Outdoor Sales and Displays

These standards are for outdoor display areas on private property for retail and merchandise sales and events located within proximity to the primary business.

1. Location. Outdoor retail sales and merchandise displays within private property setbacks shall not obstruct ingress and egress to a building, obstruct fire lanes, interfere with vehicular circulation or sight distance, or be located in landscaped areas.
2. Maximum Area. Outdoor retail sales and merchandise displays shall not exceed five percent of the total gross floor area of the business, or 200 square feet, whichever is less.
3. Height. Outdoor retail sales and merchandise displays shall not exceed a height of six feet above finished grade.

C. Outdoor Events in Parking Lots

Use of parking lots for one-time or regularly recurring events not otherwise permitted by the Circus, Carnival, or Other Outdoor Entertainment Event section of the Zoning Ordinance is encouraged and may be permitted subject to a minor use permit by the Director.

1. Off-street parking or vacant areas may be used for Outdoor Recreation or temporary commercial events.
2. Entertainment events or experiential service uses are allowed in either fully or partially vacant and underutilized parking space areas.
3. Appropriate traffic control shall protect pedestrian areas from vehicular traffic.
4. Temporary structures such as tents, inflatable pools, sail shades, game nets, or similar items shall comply with the applicable setback unless authorized by the Director as part of the minor use permit.

3.4 Development Standards

A. Lots and Buildings

Lots and buildings shall be regulated according to the Use Regulations identified in **Table 3-2**, as well as the design standards identified for building placement; building height & massing; private frontage; parking placement; on-site open space; signs; and building type described herein. Refer also to **Figure 3-5** and **Table 3-3** for setbacks and height requirements.

B. Building Placement

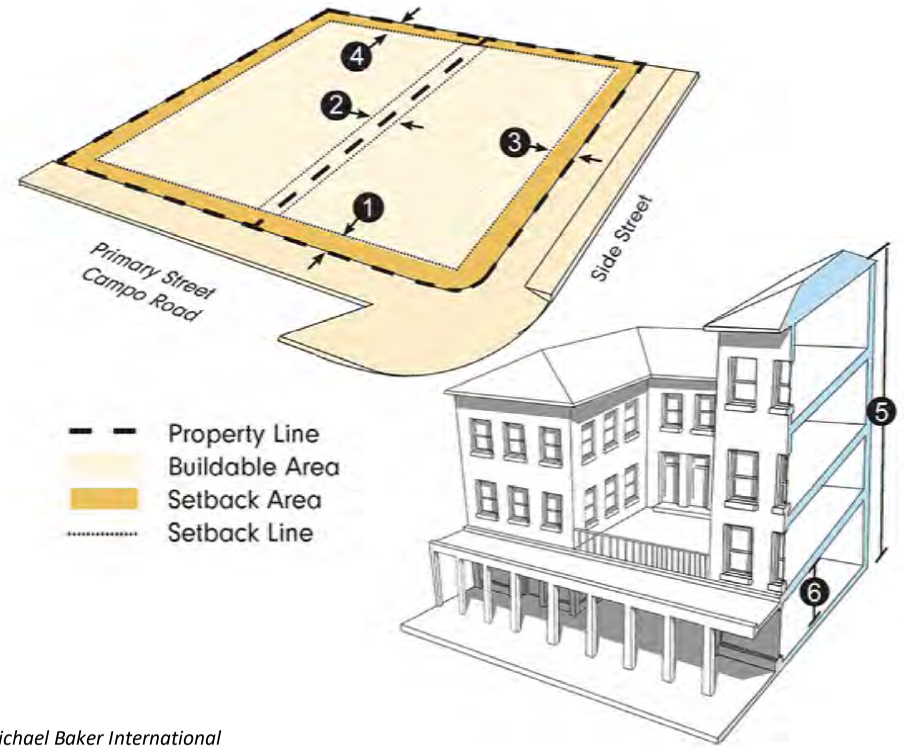
Primary buildings may be positioned on a lot in accordance with **Figure 3-5**; **Table 3-3**; and discussion under **Section 3.4, F. Private Frontage**. Graphics are for illustrative purposes only.

Each district includes a minimum and maximum setback from the street. The purpose is to establish a consistent, continuous building wall that defines and frames the adjoining sidewalk and pedestrian space and the perimeter of existing and future block frontages. This is referred to as a "build-to line." The development standards for each district include a minimum "frontage buildout" that requires a specified percentage of the building face(s) of new buildings to meet the "build-to line."

C. Setbacks

Primary and accessory buildings shall be a setback in relation to the property lines in accordance with **Figure 3-5** and **Table 3-3**.

Figure 3-5: Lot Layout and Height Diagram



Source: Michael Baker International

1. Exceptions to the maximum front yard setback include:
   a. Recessed shopfronts
   b. Courtyards
   c. Forecourts
   d. Paseos/Walkways
   e. Plazas and open spaces open to the public
   f. Where provided, gaps created by recessed pedestrian courtyards or other areas facing the street shall not exceed 20% of the building frontage.
2. Upper floor balconies are permitted in the required yard. Balconies may project up to 3 feet into the right of way with an encroachment permit from the Department of Public Works.

3. Rear setbacks for accessory buildings shall be a minimum of 3 feet.

D. FAR for Mixed-Use Buildings

The maximum allowable FAR is for buildings that contain a mix of residential and nonresidential uses. See **Table 3-3**.

E. Building Height

1. Building heights shall be measured in the number of stories and total feet (**Figure 3-5** and **Table 3-3**). The maximum total height is measured from the highest point of the adjacent sidewalk to the highest point of the coping of a flat roof or to the deck line of a mansard roof or to the average height of the highest gable of a pitch or hipped roof.
2. Exemptions to Height. Towers, gables, spires, steeples, sundecks, scenery lofts, cupolas, and similar structures and necessary mechanical appurtenances not more than 20 feet above the maximum height. Penthouse enclosures for tanks or for elevators that run to the roof not more than 16 feet above the roof. The aggregate area of all penthouses and other roof structures shall not exceed 33-1/3 percent of the area of the supporting roof. The maximum heights may be

Table 3-3: Development Standards

Density	MAIN STREET DISTRICT	GATEWAY DISTRICT
Maximum Floor Area Ratio (FAR)	2.0	1.0
Building Placement		
(1) Front Setback	0 feet minimum 12 feet maximum	0 feet minimum 12 feet maximum
Minimum Frontage Buildout (excluding permitted exceptions)	100%	80%
(2) Interior Side Setback	0 feet minimum 12 feet maximum	0 feet minimum 12 feet maximum
(3) Side Street Setback	0 feet minimum 12 feet maximum	0 feet minimum 12 feet maximum
(4) Rear / Alley Setback*	3 feet minimum	10 feet minimum
Building Heights & Massing		
(5) Primary Building Height**	4 stories maximum 62 foot maximum	3 stories maximum 48 foot maximum
Accessory Building Height	2 stories 26 foot maximum	2 stories 26 foot maximum
(6) Ground Floor Ceiling Height Clearance <75 feet of Campo Road	12 foot minimum 20 foot maximum	12 foot minimum 20 foot maximum
(6) Ground Floor Ceiling Height Clearance Commercial Uses >75 feet of Campo Road	12 foot minimum 20 foot maximum	12 foot minimum 20 foot maximum
(6) Ground Floor Ceiling Height Clearance Residential uses >75 feet from Campo Road	9 foot minimum 20 foot maximum	9 foot minimum 20 foot maximum
Ground Floor Above Grade at Setback Line	3.5' maximum	3.5' maximum
Ground Story Depth	30' minimum	30' minimum
Upper Story Height (floor to ceiling)	8' minimum	8' minimum
Building Width	400' maximum	200' maximum
Façade Structural Bay (without variation from adjacent sections- e.g., building plane, massing, fenestration rhythm, color, materials, roofline) (refer to **Figure 3-7**).	50' maximum	50' maximum

Note: The numbers in parenthesis (#) refer to Figure 3-5
*A 10' setback from the property line shall be required along Kenora Drive and San Juan Street to facilitate the installation of pedestrian circulation, landscaping, lighting, and screening
**The height may be increased by one story and an additional 10 feet via the Bonus provisions of 3.1.5.C.

increased one story (up to 10 feet) above the maximum per **Table 3-3** per the bonus provisions of 3.1.5.C.

3. New one-story buildings are permitted provided they are not less than 20 feet high along the entire building frontage.

F. Private Frontage

Private frontage is the area between the private building facade and the public sidewalk, inclusive of its varying built and planted components, as shown in **Figure 3-6**.

All primary buildings shall front or face onto a primary street and a side street if located on a corner, see **Figure 3-5**. The primary building façade shall be built parallel to the frontage line or to the tangent of a curved primary frontage line of a lot within the setback area.

1. Awnings and canopies may extend up to 6 feet into the public right-of-way with an encroachment permit from the Department of Public Works. There shall be a minimum of 8 feet to the bottom of an awning.
2. Buildings with first-floor commercial use shall be glazed with clear glass no less than 70% of the first-story facade.
3. The following frontage types are allowed in the MS and GW zones and are described in **Section 3.6, Private Frontages & Facades:**
   - Shopfront
   - Recessed Shopfront
     - Arcade
     - Gallery
   - Forecourt
   - Terrace
   - Stoop
4. Landscaping shall comply with the County Landscape Ordinance. Additional design guidelines are listed in **Section 3.7, C. On-site Open Space Types**.
5. Signs shall comply with the type, location, and dimensions of the guidelines in Section 3.8, Signs. Freeway-oriented, freestanding and rooftop signs are not permitted.
6. Fences shall comply with the requirements of the Fencing and Screening Regulations section of the Zoning Ordinance provided chain link, barbed wire, and razor wire fencing shall not be permitted.

Figure 3-6: Private Frontage

Source: Michael Baker International

G. Building Façade Design Specifications

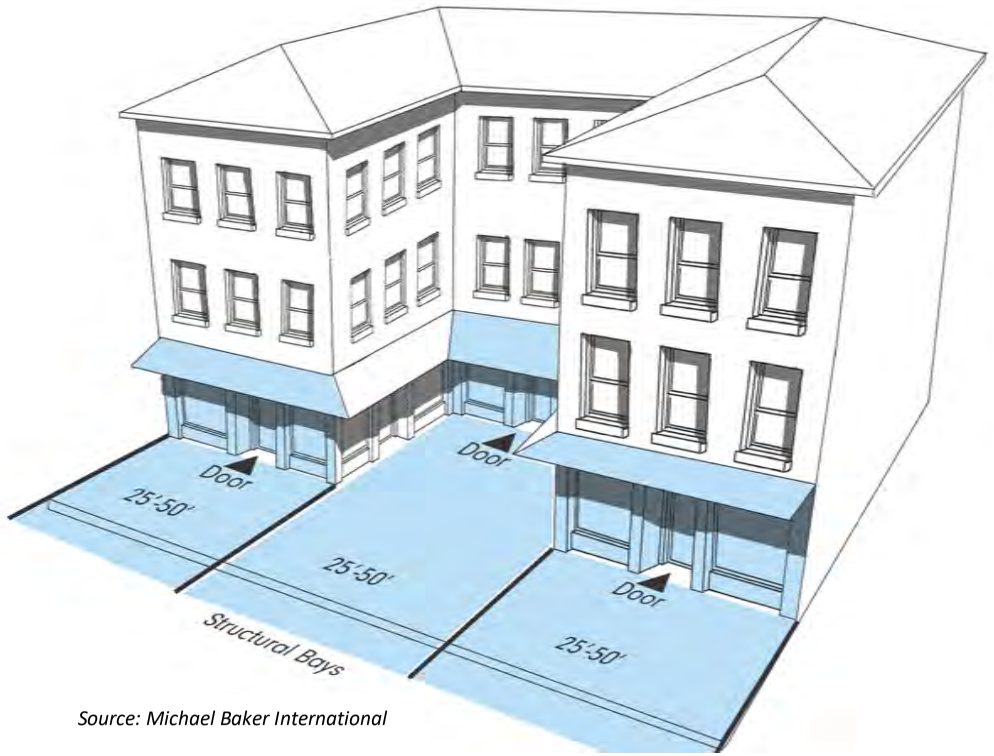
These building design standards are specifically for primary buildings facades fronting onto a primary street and/or Campo Road. This plan envisions mixed-use buildings, from a small building with apartments over a shop, a single-use commercial, office, civic, or educational buildings, to a four- or five-story full-block development with a parking structure. Each building is intended to make a valuable contribution to delivering a vibrant and distinctive mixed-use, walkable traditional main street.

1. Ground Floor Shopfronts: Each ground floor façade shall be designed with one or more structural bays for nonresidential uses. The maximum width of each bay shall be 25 to

50 feet. At least one entrance is required for each shopfront bay (see **Figure 3-7**).

2. Ground Floor Window Fenestration: 70% minimum of each first-floor façade shall be occupied by transparent windows and/or doors. Where permitted, ground floor residential fenestration may be reduced to 40% of the façade.
3. Upper Floor Window Fenestration: 30% minimum of each upper floor façade shall be occupied by window opening. The upper floors' fenestration should generally be less than the ground floor.
4. Access to upper floor uses shall be provided on a fronting façade.
5. Banding: A horizontal design element shall differentiate between the ground floor and upper floors. Examples include cornice lines, awnings, balconies, or changes in the building materials with a unified material.
6. Building Roof: The top of the façade shall be defined by a cap, such as a cornice or a roof overhang, parapets, hip and stepped terraces, and other forms of multi-faceted tops.
7. Building facades should incorporate special treatments to demarcate major entrances, building corners, street corners, and where street views terminate.

Figure 3-7: Structural Bays



Source: Michael Baker International

H. Pedestrian Access

To implement the vision for a pedestrian-oriented Main Street on Campo Road, a network of pedestrian walkways should connect all buildings on a site to each other, to on-site automobile and bicycle parking areas, to sidewalks, and to any on-site open space areas or pedestrian amenities. Direct and convenient access should be provided to adjoining blocks to the maximum extent feasible while still providing for safety and security.

1. All buildings and uses, including upper floor uses, shall take primary access from the sidewalk along the primary street.
2. For primary buildings that front or face onto a primary street and Campo Road, at least one entrance shall be required for every building façade every 25 feet or less in Lot and/or Block length.
3. For primary and accessory buildings that front or face onto a side street, at least one entrance shall be required for every building façade every 50 feet or less in Lot and/or block length.
4. There shall be a minimum of 12 feet between the front lot line and the nearest

curb along Campo Road. This allows for a shopfront window zone, a clear pedestrian zone, and a street tree and furnishing zone near the curb.

5. Walkways shall be a minimum of six feet wide, hard-surfaced, and paved with concrete, stone, tile, brick, or comparable material.
6. Where required walkways cross driveways, parking areas, or loading areas, it must be clearly identifiable through the use of a raised crosswalk, a different paving material, or a similar method.

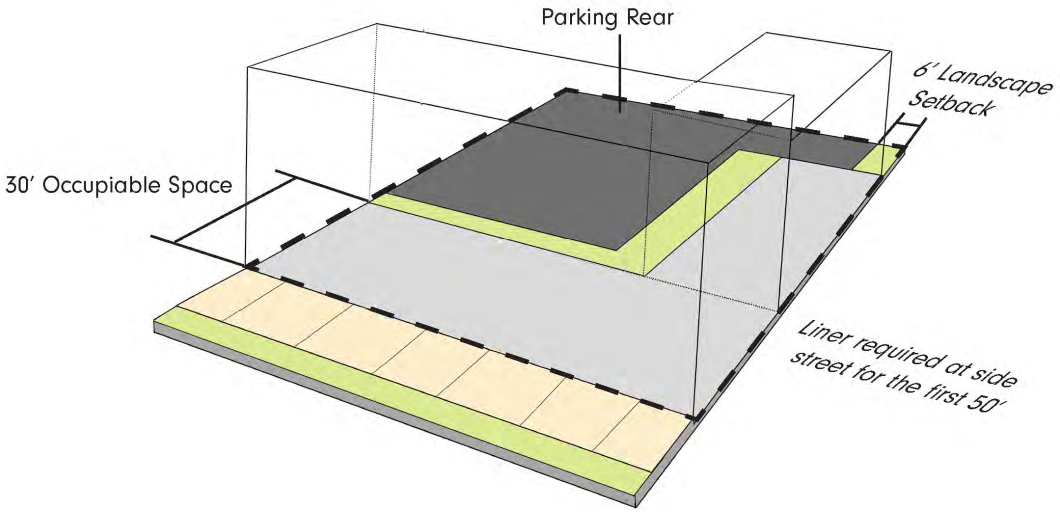
I. Parking Placement

1. No parking shall be permitted between the primary building and the street.
2. All off-street parking areas should be set in the rear of the Lot and set back a minimum of 30 feet from the primary street frontage.
3. All surface parking areas shall be screened by a minimum 6-foot-deep landscaped buffer or a combination of a low wall no taller than 3 feet and behind a landscaped setback of at least 5 feet between the sidewalk and parking area. See **Figure 3-8**.

J. On-Site Parking Standards

1. Applicability. The following parking standards shall apply to all residential and nonresidential development and/or redevelopment within the Specific Plan boundaries. The standards of this Section are intended to supplement the standards in the Parking Regulations section of the County Zoning Ordinance. Wherever standards conflict, the standards of this Chapter shall prevail.
2. On-street parking that is located directly adjacent to a development site shall be allowed to be used to satisfy minimum non-residential parking requirements at a rate of 1.5 spaces for each actual on-street space, or for every 25 feet of property frontage, or portion thereof, whichever is greater.
3. Small Lot Exemption. For lots of 6,000 square feet or less, the minimum number of spaces required is reduced by 50 percent.
4. Mixed-Use. Multiple Uses that share a common parking facility shall be allowed to reduce the required total number of spaces by 25 percent (25%).
5. Compliance with these parking standards, and in **Table 3-4**, is not required in the following instances:
   a. Change of use within an existing building;
   b. Expansion of an existing building use not more than 25 percent;
   c. Replacement of an existing building that does not result in an increase in floor area by more than 25 percent;

Figure 3-8: Parking Placement



Source: Michael Baker International

d. Outdoor dining seating that is less than 50 percent of interior seating; or

e. Conversion of existing parking located within 30 feet of the front lot line on Campo Road to an expanded sidewalk, patio, courtyard, plaza, or outdoor use area where access to adjoining parking is not precluded.

The term "existing building" as used in this subsection means the size and configuration of the building at the time of adoption of this Specific Plan.

6. Sites that make otherwise private or reserved parking available for public use for off-site uses through a contractual and recorded agreement reviewed and approved by the Director shall be allowed to reduce the required number of stalls by 25 percent.
7. Required parking may be located off-site, provided it is:
   a. Within 1,000 feet of the property.
   b. Connected to the property by streets improved with sidewalks or walkways.
   c. Tied to the site by a contractual agreement reviewed and approved by the Director that is filed and recorded with the County of San Diego.
8. Only off-street parking shall satisfy the parking requirements for residential uses. All parking for residential uses shall be provided off-street.
9. Parking requirements for uses not listed in **Table 3-4** shall be determined by a study of the parking demand for that use or as determined by the Director to be similar or functionally equivalent to other listed uses.
10. All designs shall be compliant with the County's Parking Design Manual.

K. On-Site Open Space

Private open space areas for outdoor living shall be provided for upper-level residential units. Outdoor living areas include balconies, decks, common open space, and rooftop open space at 36 square feet minimum per unit.

Private open space located on the ground level shall have no horizontal dimension less than eight feet.

1. Private open space located above ground level (e.g., balconies) shall have no horizontal dimension less than six feet in width and length, but not more than three feet in the right-of-way.
2. Common open spaces and rooftop open spaces with a minimum horizontal dimension of 20 feet width shall count towards the open space calculation. See Design Guidelines in **Section 3.7, On-Site Open Space.**
3. Ground floor landscaping guidelines are listed in **Section 3.7, On-Site Open Space.**

L. Landscape Standards

The County's Landscape Ordinance and Water Efficient Landscape Design Manual shall apply to all residential and nonresidential development and/or redevelopment within the Specific Plan boundaries.

Table 3-4: On-Site Parking Standards

Land Use Type	Minimum Required	Maximum Allowed
Residential	1 / DU	2 / DU
Commercial Services	2 / 1,000 GSF	4 / 1,000 GSF
Lodging	0.5 / Room	1 / Room
Office	2 / 1,000 GSF	4 / 1,000 GSF
Civic and Civil Support	2 / 1,000 GSF	4 / 1,000 GSF
Notes: DU = dwelling unit; GSF = gross square feet		

M. Outdoor Storage

Outdoor storage areas for nonresidential uses shall be located in the rear area of the Lot and screened from public view. Screening shall be by landscape buffer, masonry walls, decorative fence, or similar means, not less than six feet in height and not less than 75% opacity, as shown in **Figure 3-9.**

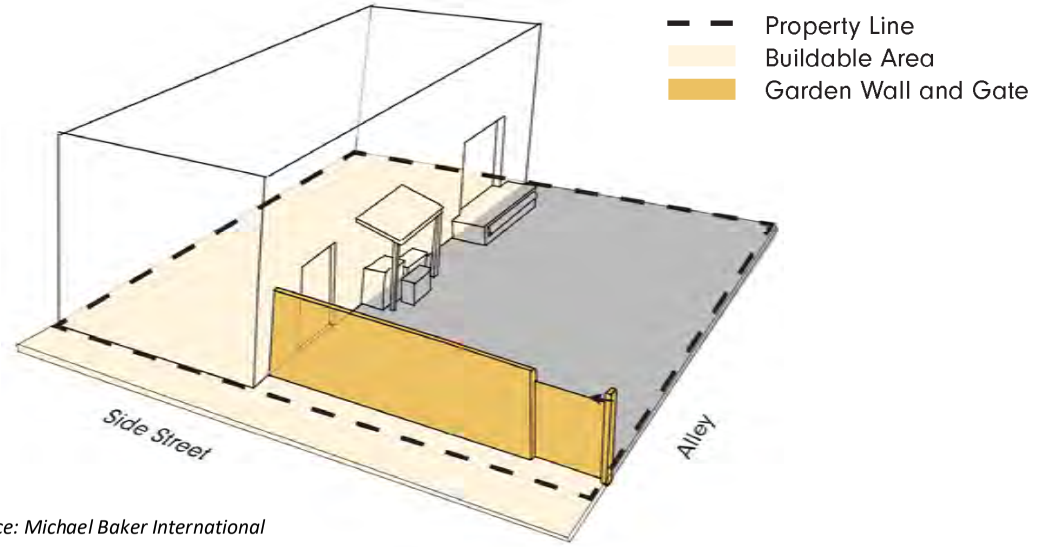
N. Truck Docks, Loading, and Service Areas

Permitted in the rear area of the Lot on rear alley and lanes.

1. Loading and service areas shall be located on the rear of buildings and may not front onto Campo Road. Access shall only be from an alley, central block drive aisle, or side street.

2. All loading docks and service areas shall be screened from public view. Screening can be by landscape buffer, masonry walls, decorative fence, or similar means, not less than six feet in height and not less than 75% opacity as shown in **Figure 3-9**.

Figure 3-9: Outdoor Storage and Loading Areas



Source: Michael Baker International

3.5 Block Retrofit Requirements

The following development standards are established to retrofit the conventional strip commercial development along Campo Road into a traditional mixed-use, walkable main street configuration.

A. Implementing a Traditional Main Street Block Pattern Intent.

1. All proposed construction of buildings, streets or circulation, subdivision and consolidation of lots, or site development plan amendments between Kenwood Drive and Bonita Street shall be configured to conform with and implement a 450-foot wide (east to west) by 225-foot deep (north to south) block and future street pattern shown on **Figure 3-10**.
2. The maximum perimeter of any new block, as measured around the combination of each block face along the primary or secondary street or alley, shall be no more than 1,500 feet. The maximum dimension of each block face shall be no more than 450 feet.
3. No development and/or subdivision shall be allowed to prevent or obstruct the intended block and circulation grid pattern.
4. The precise location and dimensions of the block and street pattern may be adjusted to align with existing roadways and property boundaries with the Director's approval, provided the number, size, and alignment of the proposed blocks and the intended effect and benefits are maintained.

B. Introduction of Private Alleys and Service Lanes for Rear Lot Access

The intent is to maintain the integrity and continuity of the streetscape without interruption of the continuous building wall along Campo Road with driveway access, and to allow for all trash, parking and service activity from the rear of the buildings.

1. All parking and vehicular access shall be behind the primary building.
2. There shall be no direct vehicular access into individual Lots within blocks from Campo Road.
3. Vehicular access to blocks and individual lots is allowed by an alley or service lanes between side streets.
4. Rear service thoroughfares such as alleys and service lanes shall be required.
5. Through-block connections shall be provided between side or secondary streets. Surface parking lots and drive aisles may satisfy this requirement.

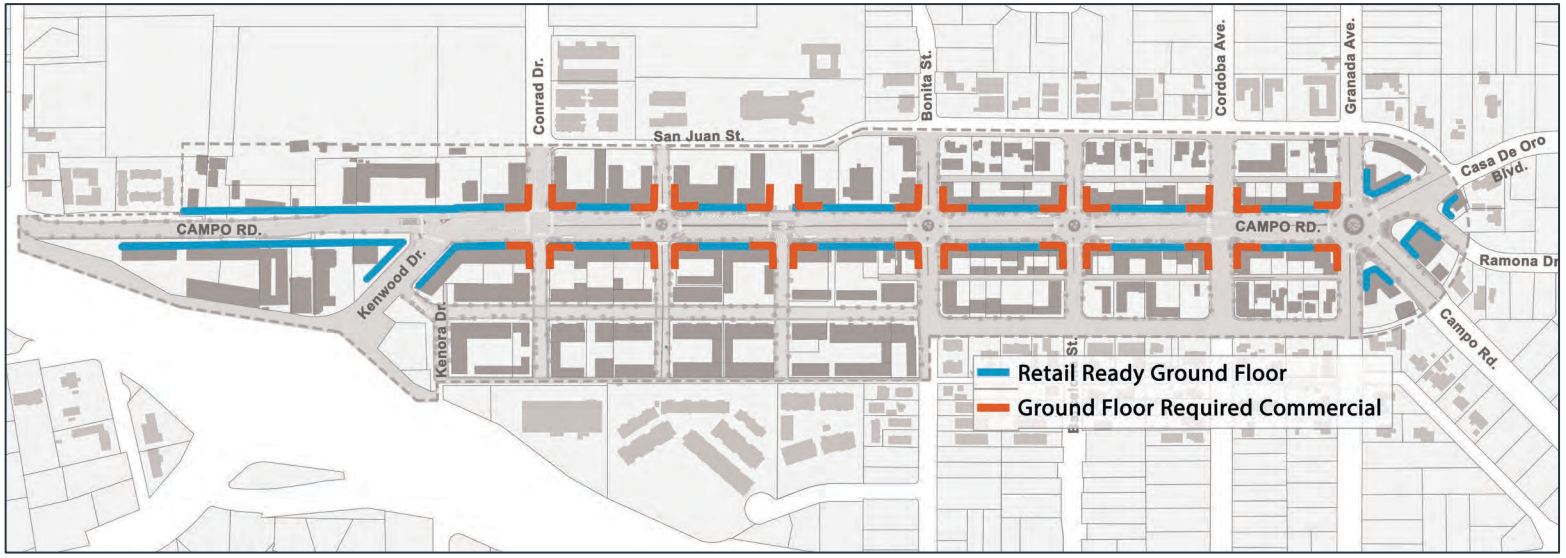
Figure 3-10: Block Pattern Retrofit

Source: Michael Baker International, Safdie Rabines, KTUA

C. Ground Floor Commercial and Retail Ready Areas

1. The intent of this Section is to create strong corners to accommodate the most visible and intense active commercial uses, yet allow flexible "retail-ready" use of ground floor spaces for office and residential uses between these key corners to adjust with the market over time. The required commercial areas, as depicted in **Figure 3-11,** allows flexibility of land uses on the ground floor of the new development between the intersections along Campo Road. The ground floor is intended to be future commercial use shopfronts. The minimum floor-to-floor heights are required to accommodate for commercial uses but allow for residential and office uses to occupy the ground floor until the market is ready for an expansion of more specific commercial use. These ground floor units are built to be easily converted to future retail/service uses, incorporating high ceilings and at-grade access that do not preclude future compliance with the American Disabilities Act (ADA) for commercial spaces.
2. Ground floor residential use is not allowed within 75 feet of all intersections with Campo Road from Kenwood to Granada (measured from the intersection of the property lines).
3. The Retail-ready area standards apply to all building frontages within 75 feet of Campo Road.

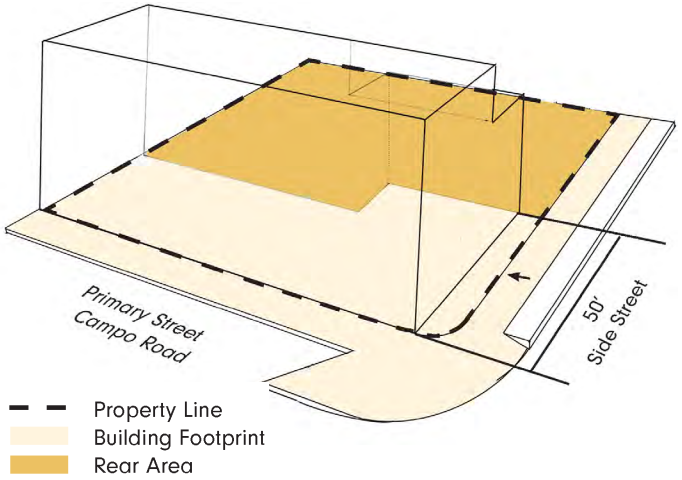
Figure 3-11: Ground Floor Commercial and Retail Ready Areas



Source: Michael Baker International, Safdie Rabines, KTUA

4. Ground floor residential and office use are only allowed if it is designed for future conversion to commercial uses:
    a. The front setback is 10 feet for the residential unit(s).
    b. Future conversion to ADA-compliant retail/service use shall not be precluded by the flexible use design. Low walls and fences used to create private residential spaces should be easily removed to accommodate retail/service.
    c. Ground floor story height is a minimum of 12 feet from the finished floor to ceiling.
    d. All design guidelines for shopfront frontage are met.
5. Corner buildings shall extend a minimum of 50 feet along the side street from Campo Road as shown in **Figure 3-12**.
6. The minimum building depth shall be 30 feet.

Figure 3-12: Corner Buildings



Source: Michael Baker International

PART III - Design Guidelines for Private Buildings & Spaces

Part III provides recommended Design Guidelines to assist applicants in designing for required Development Standards. These guidelines are in addition to and in compliance with the County Parking Design Manual, the Landscape Ordinance, the Water Efficient Landscape Design Manual, and Consolidated Fire Code. Part III consists of the following sections:

- 3.6 Private Frontages & Facades
- 3.7 On-Site Open Space
- 3.8 Signs

Figure 3-13: Campo Road Corridor

Source: Michael Baker International

3.6 Private Frontages & Facades

Building façades, their supporting elements, and the spaces between the façade and the property line are collectively known as private frontage. To support a pedestrian-friendly and vibrant walking environment, it is important to pay attention to how the private frontage relates to the street and sidewalk. This Section provides design guidance for this vital private interface. The following guidelines apply to all private frontages and facades:

A. Building Form and Massing

1. Buildings with continuous wall planes over 50 feet in length should incorporate changes in plane and architectural features that provide areas of shade and shadow.
2. Building façades should provide shade and shadow via offsets, projections, roof overhangs, and recesses.
3. Changes in a roof's pitch or in the height of adjacent stories should be accompanied by plan offsets that recede or advance portions of the façade to add shade and shadow.
4. The glazing area should be greater than 50% of the façade on the first floor. The percentage of glazing area on the second floor is less than the percentage on the first floor
5. Convertible, sliding, or roll-up walls and windows are encouraged to increase visibility and activity between the building façade and adjacent sidewalk and outdoor areas.
6. Building entrances should be apparent and distinct from the rest of the façade through the use of building forms and materials, glazing, projecting or recessed forms, architectural details, color and/or awnings.
7. Entries should have direct at-grade access from the sidewalk.
8. At least one entrance should be provided for each 50 feet of tenant street frontage.
9. Recessed entrances should not exceed 25 feet in width and not more than 15 feet from the property line.
10. Pedestrian ramps should not be permitted within the public right-of-way except for existing buildings when no alternative is available to meet ADA accessibility requirements.

B. Frontages & Facades Materials

All façade materials should be durable and not require frequent repainting or Replacement.

1. For ground floor facades, natural ground floor materials such as stone, brick, glass, smooth stucco, concrete and ceramic tile are recommended where pedestrians may come into direct contact with wall materials.
2. For ground floor facades, mirrored, tinted, or painted glass is prohibited.
3. All ground-floor windows should have an external reflectance of less than 15% and a transparency of 80% or greater to ensure minimal visibility and communication between the exterior and interior spaces.
4. Views into and out of commercial ground floor spaces should not be blocked or obscured by window shades, blinds, signage, or screens. Full views of the interior of the shopfront should be maintained.
5. For upper floor facades, materials should continue up from the ground floor or should be lighter, such as wood, glass, and smooth stucco, and appear to be held up by or set upon the ground floor more structurally substantial materials.
6. Changes between building materials should be associated with and occur with changes in building planes or separated by vertical elements, projections, or columns, or piers.
7. Windows and doors should be recessed to create shadow lines.
8. Ground floor windows sills should be no higher than 3 feet from the adjacent exterior finished grade.

C. Facade Improvements

Targeted facade improvements should be made to enhance the street presence of primary buildings, existing parking areas, and vacant areas to improve walkability.

1. Adding shading elements, such as arcades, galleries, awnings, and roof overhangs, can protect pedestrians from sun and rain while also dramatically changing the building's image.
2. Small architectural features, such as new windows, paint, light fixtures, etc., should

be added in specific areas of opportunity to contribute to a more interesting facade.

3. Structural and visual elements that brighten frontages and/or facilitate outdoor seating are recommended where applicable. This may include potted plants, planters, art, low barriers, outdoor furniture, etc.
4. Improved business signage is another low-cost way to enhance facades and the contribution of existing buildings. See **Section 3.8 Signs.**
5. The community encourages underutilized parking spaces to be temporarily used for sales and displays to activate vacant spaces along Campo Road and primary streets.

D. Service Areas

All utilities, above-ground equipment, and trash containers should be located in the rear of the Lot for lots on primary streets/Campo Road.

1. Trash disposal and recycling areas and shipping and receiving areas should be located within parking garages or to the rear of buildings.
2. Trash disposal and recycling areas should be screened from public views from all sidewalks, streets, plazas, and public spaces. Screening can be by landscape buffer, masonry walls, decorative fence, or similar means, not less than six feet in height and not less than 75% opacity.
3. All trash enclosures should be locked to prevent unauthorized use or access.
4. The design of trash enclosures should be architecturally compatible with other buildings on the site, and their design should use similar forms, materials, and color applications.
5. Rooftop equipment screening should be integrated into the building architecture and should not be visible from the street level or viewing locations in adjacent buildings at the same height as the rooftop equipment.

E. Primary Building Frontage Elements

The following sections identify the variety of frontage elements that are appropriate for mixed-use and single-use primary buildings that front or face onto primary and side streets. No specific frontage type is required, although the most appropriate and/or a variety of frontage types are encouraged. The following private frontage elements are described in this Section:

1. For buildings that primarily offer Commercial and/or Office services on the ground floor.

    - **Shopfronts:** The basic form of a shopfront is a large opening in the façade with large clear windows and doors with glass intended to promote window shopping and views into the store or business. Additional storefront elements may include transom windows, kick plates, bulkheads, and cornices.
        a. The minimum height from the ground to the top of the ground floor is a minimum of 12 feet and should be a maximum of approximately 20 feet to provide for adequate nonresidential space.
        b. Where there are canopies or awnings, the depth should be a minimum of 4 feet and a minimum of 8 feet above the sidewalk. Awnings may project up to 6 feet into the right-of-way with an encroachment permit from the Department of Public Works.
    - **Recessed Shopfronts:** A recessed shopfront allows for covered semi-public space for dining or other activities. A recessed shopfront can have an arcade or gallery treatment

Figure 3-14: Shopfront Example

Source: Michael Baker International

a. The depth of the recessed area should be not less than 8 feet.

b. The cover for the recessed area should be a minimum of 8 feet above the sidewalk.

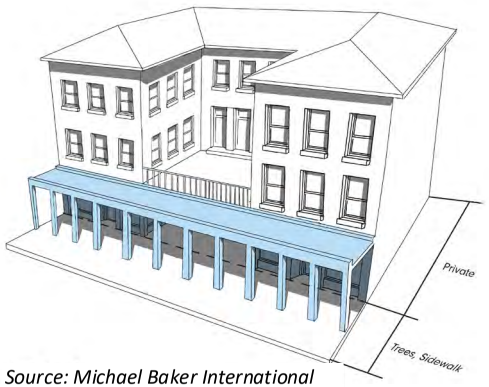
- **Recessed Shopfronts Arcade:** An arcade is a type of recessed shopfront façade with a ground floor colonnade that supports the upper stories of the building. Arcades can provide shade, glare control, and weather protection.

  a. Arcade height should be a minimum of 12 feet from the sidewalk to the ceiling.

  b. The width of the walkway under the arcade should be between 10 to 16 feet.

  c. Arcades should only be utilized in combination with shopfront frontage.

Figure 3-15: Arcade Example



Source: Michael Baker International

- **Recessed Shopfronts Gallery:** A gallery is a type of recessed shopfront with a ground-floor colonnade that supports a shed roof or a deck that covers the sidewalk. Galleries can provide shade, glare control, and weather protection and provide outdoor space for the upper story.

  a. Gallery height should be a minimum of 12 feet above the sidewalk to the ground floor ceiling.

  b. The width of the walkway under the gallery should be between 10 to 16 feet.

  c. Galleries should only be utilized in combination with shopfront frontage.

2. For buildings that primarily offer Residential and/or Office uses on the ground floor.

Figure 3-17: Common Entry Example

Source: Michael Baker International

- **Common Entry:** A common entrance is a doorway to a lobby that provides access to upper-floor units or other large nonresidential or residential spaces.

  a. As with shopfronts, the minimum height above the ground to the top of the ground floor and should be at least 12 feet to a maximum of 20 feet.

  b. Awnings and canopies are encouraged and should be a minimum of 8 feet above the walkway and should have a minimum depth of 4 feet.

- **Stoop:** Only used in residential development, a stoop is a stair and landing leading directly from the right of way to an elevated building entrance.

Figure 3-16: Stoop Example

Source: Michael Baker International

a. Stoops should be designed to have both width and depth of 4 to 8 feet.

b. Stoop height should be a minimum of 1.5 feet to a maximum of 3.5 feet.

c. Stoops may have railings or other primarily transparent low walls

3. For buildings that offer all services and uses on the ground floor.

- **Forecourt:** A forecourt is an extension of the public realm into private property. The building fronts onto and receives access from this space.

  a. The minimum width of a forecourt should be 15 feet where possible.

  b. The minimum recommended depth for a forecourt is 20 feet if possible.

  c. A forecourt should ideally be defined on three sides by buildings, unless located on a corner lot, in which it should be two sides.

  d. Walls that enclose or are located within forecourts should not exceed 3.5 feet in height.

- **Terrace:** These are areas adjacent to the ground floor of a façade that is enclosed by a low wall or fence. They may be at grade or raised, depending on the height of the ground floor of the building. Commercial terraces must comply with American Disabilities Act requirements and may not be feasible in many contexts.

  a. The depth of terraces should be a minimum of 8 feet.

  b. Terraces are generally at grade.

Figure 3-18: Forecourt Example

Source: Michael Baker International

Figure 3-19: Terrace Example

Source: Michael Baker International

F. Art Murals

Art Murals (non-commercial). Art murals are public art and are not commercial signage. Art murals are intended to promote community pride and celebrate Casa de Oro's rich cultural heritage through outdoor visual arts. They should be used to enhance large expanses of blank walls into a community asset. They should not contain the business name, logo, and/or other branding.

Figure 3-20: Art Mural Example

3.7 On-Site Open Space

This Section provides guidelines for well-designed open spaces within and around private development so that these spaces contribute to the quality of the overall development.

A. Description

On-site open space is private or shared outdoor space that provides for the enjoyment and use of building tenants and often for the public as well. It can also provide comfortable paths through which pedestrian access is provided from the street to any buildings (or portions of buildings). This Section identifies a series of different open space types and design characteristics of each type.

B. General Regulations

The following regulations and recommendations should apply to on-site open space.

1. **Landscape**. All landscape and irrigation designs should comply with the following:
   a. Trees and plant material should either be native to Southern California or adaptive and from regions with similar climates.
   b. Invasive plant species should be prohibited.
   c. All plants should be water-conserving, drought-tolerant plants.
   d. Landscape should be used to soften walls and fences and provide green screens, where appropriate, between residential and nonresidential buildings.
   e. Permanent and automatic irrigation or drip irrigation systems should be utilized for all landscaped areas.
   f. Trees, shrubs, hedges, and deciduous vines should be used to minimize solar heat gain during the summer and maximize heat gain during the winter.
2. **Outdoor lighting.** Lighting in private open spaces should comply with the following:
   a. Lighting should be shielded by permanent attachments to fixtures so that light sources are not visible from adjacent properties or the public right of way.
   b. No freestanding fixture should exceed a height of 15 feet as measured from the adjacent finished grade.
3. **Fences and garden walls**. Fences and garden walls within and enclosing on-site open spaces should comply with **Section 3.6 Private Frontages & Facades.**
4. **Sustainable stormwater management.** On all new building sites, groundwater recharging should be facilitated, and stormwater runoff should be limited. Possible strategies include dispersion areas, vegetated bioswales, and pervious paving materials. Decorative water features should use re-circulating water and recycled water where possible.

C. On-site Open Space Types

The following are descriptions of and guidelines for private open space types.

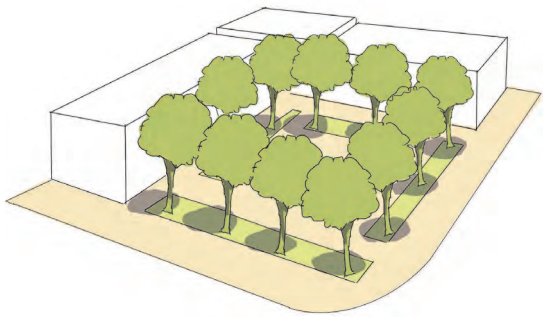
- Plaza
- Court
- Forecourt
- Passage/Paseo
- Roof Deck/Terrace

A selection of these types of open spaces (plaza, court, forecourt, and passage/paseo) are eligible for **Section 3.1.5** Community Bonus Program.

All on-site open space areas should be designed with pedestrian amenities. Pedestrian amenities may include seating, outdoor dining tables with umbrellas, planters, trees, vine-covered pergolas, pedestrian-scaled lighting, public artwork, outdoor fireplaces, fountains, etc.

1. **Plaza.** A plaza is a formal open space designed for civic and commercial activities with landscaping, hardscape, and amenities framed by buildings on one or more sides in a prominent location.
   a. A plaza should have open access to the public from at least one public street and be defined by buildings on at least two sides.
   b. A plaza should be between 0.25 and 1.0 acres in area.
   c. No dimension should be less than 75 feet. The width should generally be 50 percent of the length.
   d. Lighting should be even and use warm colors, generally, 3,000 Kelvin that gives out warm or soft white or yellowish color light.
   e. Improvements should include a mix of fixed and flexible outdoor seating, shade structures, a mix of landscaping and hardscape surfaces, and space or integrated stage areas for live performances.
2. **Court**. A court is an open space surrounded by one or more buildings for use by residents or tenants or for activation as a public plaza or outdoor dining area. It can provide visitor access from the street to dwellings, retail, office spaces, or buildings within the Lot that lack direct access from the street.
   a. A court's perimeter should be coherent and well-defined by walls on at least three sides.
   b. Courts should include a minimum of one shared amenity, such as a seating area, fountain, BBQ island, or outdoor fireplace.
3. **Forecourt.** A forecourt is a court that abuts the public sidewalk. Where forecourts give access to retail and other public uses, they function as an extension of the public realm. Where forecourts grant access to residential or other private uses, they function as transitional spaces between the public and private realms.
   a. A forecourt may be a permitted exception to the buildout requirements for a lot.
   b. When used as an outdoor dining area, a forecourt should read as an extension of the public realm.
   c. Parking should be for delivery and drop-off only.

Figure 3-21: Plaza



Source: Michael Baker International

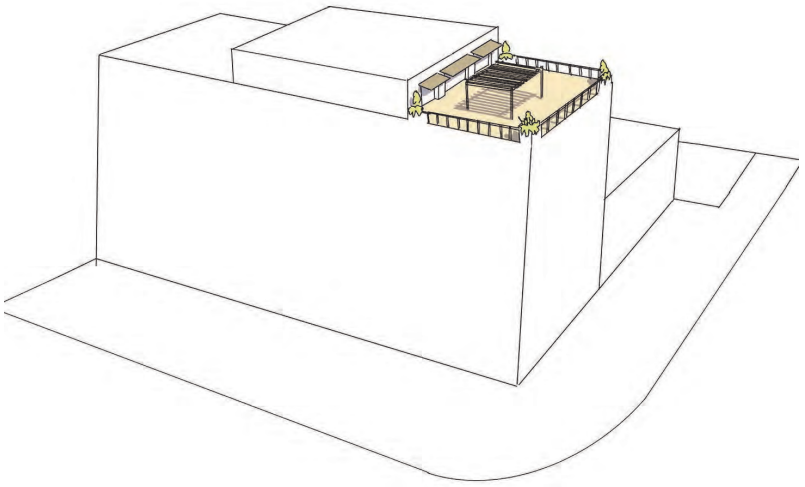
4. **Passage/ Paseo.** Passages or paseos provide a public pedestrian connection between or through buildings, from the street to a court, recessed entrance, or rear parking lot. These may be covered or uncovered. They may be gated or completely open to the street.
   a. Access points should be directly from the street.
   b. Vehicular access should be restricted by buffers, bollards, low landscape, or other decorative features.
   c. Passages or paseos should be provided between buildings or alongside yards.
   d. Passages or paseos should be 12 to 30 feet in width but not less than six feet in width.
   e. Entrances should generally be 100 feet from a street corner.
   f. Lighting not more than 12 feet high should be provided. Festival string lights with top hats that limit upward light are appropriate.
   g. Passages or Paseos may be a permitted exception to buildout requirements for a lot.

Figure 3-22: Passage/ Paseo Example

Source: Michael Baker International

5. **Roof Deck/Terrace.** A roof deck or terrace is an outdoor gathering space that may be assigned to individual units or shared by all residents or tenants of a building.
   a. Roof decks should include a minimum of one amenity and design element, such as a trellis, seating area, fountain, landscaping, or outdoor fireplace to encourage their use as an outdoor gathering place.

Figure 3-23: Roof Deck/ Terrace



Source: Michael Baker International

3.8 Signs

On-site private signage often changes more frequently than the buildings themselves and has a significant impact on the character of the environment. This Section provides design guidance for signage types most appropriate to traditional Main Streets.

A. Applicability

The following design recommendations are for each new sign, new building, or façade in this Chapter and are to be used to supplement and guide signage permitted in accordance with On-Premises Sign Regulations in County Zoning Ordinance.

B. General Standards

The following guidance applies to all private signage:

a. Signs should not obscure building entrances, cornices, columns, or other prominent architectural elements.

b. Allowed sign types may be combined unless stated otherwise.

c. Sign lighting should be designed to minimize light and glare on surrounding rights-of-way and properties. No light bulb, tube, filament or similar source of sign illumination other than neon signs should be visible beyond the property lines.

d. Directory signs are small wall signs located at pedestrian eye level and intended to identify multiple tenants within a building or complex. They should not exceed 6 square feet and should only be externally illuminated.

e. LED message displays and changeable marquee displays are prohibited.

C. Sign Types

Descriptions of and guidelines for the following private sign types will be described in this Section:

- Wall
- Window
- Blade
- Vertical Projecting
- Awning
- Sidewalk

1. **Wall Sign.** A sign that is applied directly to or projecting out and parallels to the façade. This type of sign is intended for viewing from across the street and along the sidewalk.
   a. Signs should be between 10 and 30 inches in height.
   b. Sign width should be no more than 60 percent of the façade width.
   c. Signs should be at least 24 inches above any openings or fenestration.
   d. Signs should be located above the storefront and at least 12 inches below any eave or edge of the building.
   e. In multi-tenant buildings, only the businesses with frontage on the sidewalk should have a wall sign.
   f. Sign thickness (as measured from the wall) should not exceed four inches.
   g. Channel lettering should either be back-lit or externally illuminated.
2. **Window Sign.** A sign is painted or applied directly to the storefront windows and/or doors. Window signs also include posters for advertisements and sales, product merchandise posters, open/closed signs, and painted or etched business names and logos.
   a. The height of wall signs should be no more than 50 percent of the height of the window/door.
   b. The width of the signs should be no more than 50 percent of the width of the window/door.
   c. Window signs should cover no more than 25 percent of the window/door area.
   d. Permanent window signs should be individually painted, etched, or otherwise applied letters or logo graphics surrounded by clear glass.

Figure 3-24: Wall Sign Examples

Source: Michael Baker International

Figure 3-25: Window Sign Example

Source: Michael Baker International

3. **Blade Sign.** A double-sided sign perpendicular to the building façade from a mounted wall brace or from a ceiling. Blade signs typically project over a sidewalk and are intended for viewing by approaching pedestrians. Any encroachment into the public right-of-way will require a Department of Public Works permit.
   a. The height of a blade sign should be no more than 36 inches.
   b. Signs must have a vertical clearance from the sidewalk of 8-12 feet.
   c. The total area of a blade sign should not be more than 6 square feet.
   d. Blade signs should be no more than 4 inches thick.
   e. No more than one blade sign should be allowed for each storefront entrance on the façade.
   f. The top of a blade sign should be located below the building's second-floor windows.
   g. Signs should be externally illuminated by a light mounted on the façade.

4. **Vertical Projecting Sign**. A painted, reverse-channel or individual-lettered sign is applied directly to or projecting out and parallel to the façade. This type of sign is intended for viewing from across the street and along the sidewalk.
   a. Signs should be no more than 8 feet in height.
   b. The outer edge of the sign should project no more than 4 feet from the façade.
   c. The total area of the vertical projecting sign should not be more than 16 square feet.
   d. Projecting signs may extend above the parapet or roof of the structure to which it is attached.
   e. No more than one vertical projecting sign should be allowed for each storefront entrance on the façade.
   f. Signs should be externally illuminated by a light mounted on the façade or by neon tubing used to illuminate letters, symbols, and accent frames.

Figure 3-26: Vertical Projecting Sign Example

Source: Michael Baker International

5. **Awning Sign.** A sign painted directly onto or projecting from any sort of awning or canopy.
   a. Letter height for awning signs should be a minimum of 10 inches and a maximum of 30 inches.
   b. The sign should only be on the vertical portion of the awning. It should not be on the angled or top portion of the awning.
   c. The width of the sign should be no more than 60% of the façade width.
   d. The overall area of the sign should be no more than 25% of the surface of the awning face.
6. **Sidewalk Sign.** A two-sided, non-illuminated, portable, and temporary sign placed outside a storefront on the sidewalk for viewing at close range.
   a. Overall sign height should be between 18 and 36 inches.
   b. The sign should be between 18 and 30 inches wide.
   c. Signs should be at least 18 inches away from the curb and must maintain a clear path of at least 6 feet.
   d. Signs should not have posters, flyers, balloons, pennants, or flags attached to the sign.
   e. Maximum of one sidewalk sign per business, displayed during hours of operation between the hours of 8:00 am and 10:00 pm.
   f. Signs should be constructed of wood or plastic with professionally applied lettering or images (exceptions for handwritten menu boards or "specials of the day" for restaurants). Removable slide-in letters are prohibited.
   g. Sidewalk signs should not obstruct any minimum clear path for the sidewalk or bike lane.

Figure 3-27: Sidewalk Sign Example

Source: Michael Baker International

3.9 Landscape Improvements

Figure 3-28 shows examples of appropriate materials and methods of landscape improvements for Campo Road. These include the use of the following:

- Decomposed Granite (DG) for pathways
- Rock mulches, flowering shrubs, bunch grasses, and trees for landscaping in bulb-outs and planted strips.
- Use of tree grates flushed with sidewalks in sections of the street where hard pavement is considered instead of planting strip between parking and sidewalk.
- Placement of street furnishings and trash receptacles in the area between parking and sidewalk.

The design and placement of these elements will be finalized during the final design process.

Figure 3-28: Landscape Improvements

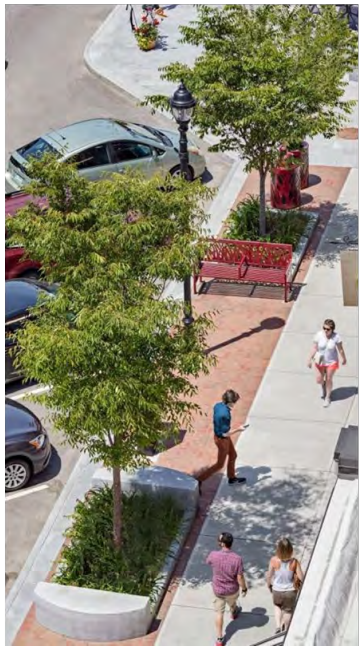
A) DG Patterns

B) Rock Mulches

C) Planted bulb-outs with DG

D) Trees in grates

G) Trees & street furnishings



E) Flowering shrubs & mulch, no trees

F) Trees and bunch grasses

Source: Michael Baker International, KTUA

A. Street Trees

Three tree categories (large and small shade trees and accent trees) are recommended at three different locations within the Specific Plan area. Various choices in these categories are provided in **Figure 3-29, Figure 3-30, and Figure 3-30.**

- **Large Canopy Shade Trees** - These trees are placed in the sidewalk and bulb-out areas (See **Figure 3-29**).
- **Small Canopy Shade Trees** - These trees are placed in the sidewalk and bulb-out areas along with large canopy trees (See **Figure 3-30**).
- **Accent Trees** - These trees are placed in roundabouts, gateway areas, and other public gathering areas (See **Figure 3-30**).

Attempts should be made to use native trees in accordance with the Valle de Oro Community Plan guidance to the extent possible. It should be noted that most native trees are more difficult to sculpt into standard street trees with single trunks. The trees to be placed in the bulb-outs will have a much greater planting area to work with, and multi-trunks would be more acceptable in these areas.

No branches can be on a tree planted as a street tree under 6' from the ground. Any trees that are not pruned up enough from the lowest limb or lacing of the tree for signage should be inspected and pruned once a year.

The minimum container size for any street tree would be 24" to 36" box and will depend on the stormwater runoff solution selected at the time of final design and construction documentation.

Figure 3-29: Large Canopy Shade Trees

White Alder (Alnus rhombifolia) Native with open pattern for business visibility[2,3]

California Sycamore (Platanus racemosa)- Native deciduous tree that requires more root space than the London Plane[2,3]

London Plane-bloodgood (Platanus x acerfolia)- More formal version of the California Sycamore[3]

Holly Oak (Quercus ilex) A fast growing oak with an upright branching pattern[2]

Sawleaf Zelkova (Zelkova serrata)- Branching pattern can be "v" shaped with uplifting branches[3]

Engelmann Oak (Quercusc Engelmann)- Southern California native that works well as a street tree[2]

1- Tree that is low maintenance and can grow in small areas
2- Native tree that is characteristic of the San Diego County foothills
3- Tree that can handle wet soils that can work well in stormwater runoff areas

Source: Michael Baker International, KTUA

Figure 3-30: Small Canopy Shade Trees

Brisbane Box (Lophostemon conferta) – tall street tree for small parkway space[1]

Pacific Madrone (Arbutus unedo sp. marina) Native tree with great bark and vibrant flower and fruit color that doubles as an accent tree [1,2]

Crepe Myrtle (Lagerstroemia indica) Drought tolerant with cultivars that are mildew resistant [1]

1- Tree that is low maintenance and can grow in small areas
2- Native tree that is characteristic of the San Diego County foothills
3- Tree that can handle wet soils that can work well in stormwater runoff areas

Figure 3-31: Accent Trees

Honey Mesquite (Prosopis glandulosa) Southern California native tree best in bulb outs where width is available to handle a broad tree, keep trimmed upward to avoid people contact with thorns (the Chilean mesquite is thornless) [2]

Desert Museum Palo Verde Thornless (Cercidium parkinsonia) Desert native that is extremely drought tolerant [1,2]

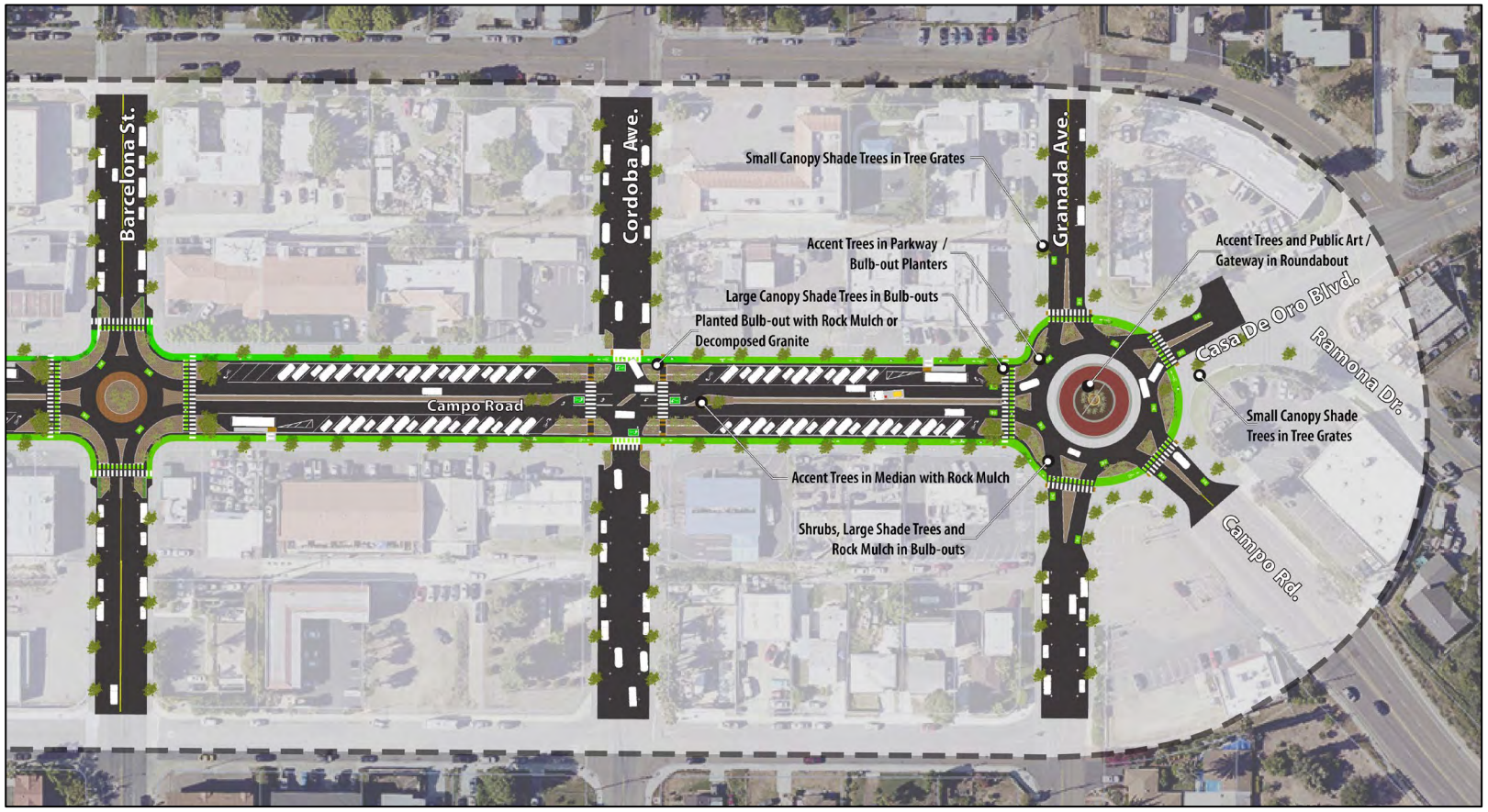
Silk Tree (Albizia julibrissin) Fast growing with deeper shade than others in this category [1,2]

1- Tree that is low maintenance and can grow in small areas
2- Native tree that is characteristic of the San Diego County foothills
3- Tree that can handle wet soils that can work well in stormwater runoff areas

B. Street Tree Pattern

Figure 3-32 shows the street tree pattern to be random based on space availability and driveway locations but should be placed in such a way to create a visually rhythmic pattern. Trees should be provided at no less than one tree for 40 feet of frontage on average, not less than 30' on center for large canopy trees; not less than 20' for smaller canopy, accent, or grouped trees; and not more than 80 feet between any tree. Actual locations of street trees will be determined as part of the preparation of detailed design plans and construction drawings for Campo Road prepared by, for, or in conjunction with Planning & Development Services (PDS) and the Department of Public Works.

Figure 3-32: Street Trees Pattern



Source: Michael Baker International, KTUA

3.10 Lighting

A. Site Lighting

All outdoor lighting, including temporary lighting, should be in compliance with the Performance Standards section of the Zoning Ordinance and with the Outdoor Lighting Regulations of the County Municipal Code (Title 5, Division 1, Chapter 2 Light Pollution). All lighting within the Specific Plan area should meet the requirements of Lighting Zone C.

B. Street Lighting

Street lighting poles and fittings make a major impact on the appearance of the road. **Figure 3-33** provides examples and suggestions for the look and feel of some street lighting that will be suitable for Campo Road. The design, technology, and required photometric will be determined during the final design stage. The style, color, and material of the fixture should be decided in conjunction with other elements, such as benches and waste receptacles, to create a coordinated look and feel of the Corridor. Below are some recommendations for street lighting style and placement.

- Industrial-style poles with a bell shape and a straight mast are recommended for the Corridor.
- Two types of lighting fixtures are recommended- single-arm streetlights and pole pedestrian lighting.
- Lighting is recommended at two levels of height in the Corridor- taller streetlights and shorter pedestrian lights.
- The lights should be oriented downward to illuminate the sidewalks and roadway, with minimal scattered light. Shields can be installed to deflect light.

Two streetlights per block at the bookends of each block type in the bulb-out area are recommended. Pedestrian lights could be utilized in the bulb-out area as well.

Figure 3-33: Street Lighting

Pedestrian Level Lighting
(Three per block on each side of the road)

Street Level Lighting
(One at each bulb-out)

Source: Michael Baker International, KTUA

3.11 Stormwater Runoff Treatments

Table 3-5 includes possible improvements to stormwater runoff and water quality improvements.

- Bulb-outs are proposed at all intersections and, together with parkways and street tree wells, will be the eventual destination of stormwater that flows along a gutter into a bioswale or dispersion area.
- Use of Silva Cells or equivalent system, in accordance with the County BMP manual, is recommended for street trees with tree grates in areas with limited walkway space. The Silva Cell is a modular suspended pavement system that uses soil volumes to support large tree growth and provide on-site stormwater management.

Table 3-5: Stormwater Run-off Treatments

	CAMPO ROAD DRAINAGE, STORMWATER, AND PARKWAY TREATMENTS		Permeable Gutter	Permeable Parking Apron	Curb Inlets	Rock Mulch Only	Bio-swale Plant Material & Soil	Small Parkway Swales	Large Parkway Swales	Solid Drainage Pipe	Perforated Drainage Pipe	Basins with Filters	Silva Cells	Sample Images
1	Permeable gutter and transmission	TRANSMIT TO OTHER AREA	X								X	X		
2	Permeable gutter, permeable parking lane and transmission	TRANSMIT TO OTHER AREA		X							X			
4	3' wide bioswale	RETAIN AND TREAT (GREEN APPROACH)			X		X				X			
5	4' wide bioswale with small trees	RETAIN AND TREAT (GREEN APPROACH)			X		X	X			X			
6	6' wide parkway strip	RETAIN AND TREAT (GREEN APPROACH)			X				X		X			
7	Continuous paved with tree grates & silva cells	RETAIN AND TREAT (GREEN APPROACH)	X		X				X		X	X	X	

Source: Michael Baker International, KTUA

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Chapter 4: Implementation

Chapter Contents

4.1 Introduction

The implementation program on the following pages specifies the steps and actions that should be undertaken to implement the Specific Plan and to realize the Corridor Vision. This implementation matrix represents the culmination of the Corridor planning process and the strategies referenced throughout the Specific Plan. The matrix is a tool to help implement and monitor the progress of the Specific Plan and can be revised to reflect changes in community priorities and available resources.

This chapter identifies and describes the recommended financing strategies for future revitalization and development of the Corridor; also refer to **Appendix 1, Street Transformation Examples**, which provides a listing of similar projects within the region and associated financing options.

Note that funding and financing programs are dynamic and can change according to available funds, state and federal law, and other factors. The list is not exhaustive and should be supplemented as new sources become available.

4.2 Funding and Professional Management

Many programs, strategies, and improvements can benefit the Corridor. Many require significant funding, design, and coordination with multiple agencies and stakeholders, and professional management will typically be necessary to realize the full potential of the revitalization of the Corridor.

The Specific Plan recommends the creation of one or more professionally managed districts.

Recommended funding mechanisms and professional management services include:

- Business Improvement District (BID) including business assistance, marketing, and promotion
- Community Financing District (CFD)

4.3 Potential Funding and Management Mechanisms

4.3.1 Business Improvement District (BID)

A BID is a revitalization tool that may be suitable for the Corridor. The creation of a BID would provide a mechanism for local businesses to coordinate and develop improvements and services that benefit the entire District. Such efforts are designed to lead to gradual and continual improvements and activities that attract and retain business and enrich the overall character, aesthetics, and function of the District.

A BID for the Corridor would be a partnership between local businesses and the County to perform various services or improvements that enhance the image and promotion of the Corridor to attract, retain, and expand businesses.

Responsible Parties

- *BID Consultant:* Hired to develop the BID Plan
- *County Board of Supervisors*: Authorizes district
- *County Assessor:* Provides accurate information and assistance to taxpayers of San Diego County concerning property assessments.
- *County PDS:* Responsible for processing development applications for improvements within the Corridor and evaluating individual project conformance with the Corridor Specific Plan
- *Existing or New Nonprofit Organization:* Provides or contracts for services and improvements
- *Applicants for Development Projects Within the BID:* Serving as direct participants in implementing the overall vision and improvements identified in the Corridor Specific Plan
- *Members:* Members of the BID

Time Frame

The total estimated time frame of formation of a BID is 9 to 12 months. The breakdown is provided below.

- Business Owner Survey: 3 months
- Management District Plan: 3-6 months
- District Formulation: 3 months

Estimated Cost

The total estimated cost of the formation of a BID is $150,000. The breakdown is provided below.

- Business Survey & Priorities: $50,000
- Plan Development: $50,000
- District Formulation: $50,000
- Annual District Management: $5,000-50,000
- Annual Program Expenditures: via plan

Table 4-1 summarizes items that are typically addressed by BID services.

Table 4-1: List of Items Typically Addressed by BID

Corridor Issues/Opportunities	Typical BID Applications
Excess & deficient parking	Parking Facilities, Management
Lack of street trees, green space	Landscaping
Absent, unattractive furniture	Benches and Street Furniture
Absent or poor-quality trash cans, unenclosed dumpsters, litter	Trash Receptacles, Waste Management
Absent or poor-quality lighting	Street Lighting
Excess capacity, driveways, conflicts; room for on-street parking, coordinated access, landscaping	Streetscape and Road Improvements
Overcrowding of signs, poor quality signs	Seasonal Signage and Decorations
Few community events	Community Events and Promotions (i.e., restaurant tours, block parties, weekly farmers markets, and holiday festivals)
Safety concerns (i.e., increased walkability, bikeability, and transportation safety)	Security
Outdated, deteriorating business façades	Façade Improvements

Figure 4-1: Examples of BID Activities

Source: NBC Bay Area, NYC Water on Medium

Process

Formulation of a BID for the Corridor would involve several steps. First, a service or improvement plan is prepared, often by an independent BID consultant who is hired through a request for proposal (RFP) process. This will be done by an existing or new nonprofit organization with the help of PDS. This process would likely include a survey or other extensive public engagement to determine the level of interest and financing parameters and to prioritize services and improvements.

The BID members (business owners and/or property owners) would coordinate with the County Board of Supervisors to propose a new district, and the Board of Supervisors would adopt a resolution of intent for the formation of the District. The district boundaries would likely include the commercial zones along Campo Road. Types of services and improvements to be financed are specified in a plan at this time.

Public notice must be provided, and a County Board of Supervisors hearing will be held. If supported by a majority of businesses, the BID would be established, and an advisory board will be appointed. This advisory board would typically be an existing or new nonprofit organization.

BID assessments must be directly proportional to the estimated benefit being received by the businesses upon which they are levied. Normally, these would be assessed annually on County property tax bills. The assessments and services vary depending on the needs, desires, and abilities of the District. BIDs typically contract for the services or planned improvements.

Figure 4-2: Examples of BID Activities

Source: County of San Diego PDS, City of Roseville, http://www.2ndstfestival.org/

Implementation

Once established, assessments are compulsory and typically collected via annual assessments with property taxes. Funds are used to pay for the administration and contracting of services or improvements. Any guidance the BID provides to businesses within its District is advisory. Businesses are not legally bound to comply with the BID guidance and would not be subject to fines.

Members of the BID would be responsible for determining how the funds collected are spent. BID members would have the opportunity to actively identify and evaluate specific improvement projects for implementation over time to achieve the overall Vision of the Corridor Specific Plan.

It is anticipated that the BID would be managed by an existing or new nonprofit organization and guided by a Board of Directors. The Board would be elected by the individual BID members. Board members may include local property owners, business owners, residents, and/or locally elected representatives. The Board of Directors would be responsible for making decisions pertaining to programs, provision of public services, financing, budgeting, implementation of goals and policies, and staffing, among other tasks, as applicable.

A BID may provide a means for Corridor businesses and stakeholders to connect with local County government representatives while providing opportunities for networking, hosting of local events, and/or advocating for improvements within the BID as the implementation of the Corridor Specific Plan occurs over time. Additionally, BIDs may help members to identify and express common community needs while also allowing them to contribute to the formation of local goals and policies based upon their familiarity with the local neighborhood.

Special Considerations

- BIDs are an excellent tool for the management of local issues, services, and programs.
- They are not as suitable for funding infrastructure and capital improvements.
- They do not affect zoning, land use, or development standards or requirements.
- CEQA is not required for most functions of a BID; it would be triggered if a discretionary action being taken by the BID qualifies as a "project" as defined under CEQA, such as the construction of a new building or other improvements that may cause potential environmental effects subject to evaluation per CEQA requirements.
- Some of the preliminary work efforts and costs of developing an improvement plan and support can be accomplished by local community organizations or nonprofit.

4.3.2 Community Facilities District (CFD)

A Community Facilities District (CFD), or Mello-Roos, allows for financing of public improvements and services.

Any county, city, special district, school district, or joint powers authority can establish a CFD to finance public improvements and services. CFDs are available to finance a broad range of improvements and services that can assist in the development of property used for residential, commercial, industrial, or community centers that have a useful life of at least five years. Mello-Roos bonds can only be used to finance new or additional facilities and services. Financing existing facilities and services are not allowed by this act.

Responsible Parties

- County Board of Supervisors
- County PDS and DPW
- County Auditor-Controller
- County Public Works/Engineers for capital improvements
- District or Joint Powers Authority
- Applicants

Time Frame

The total estimated time frame of formation of a CFD is 9 to 12 months. The breakdown is provided below.

- CFD Petition/Initiation: 2 months
- CFD Legislative Plan: 2-6 months
- CFD Formation Public Hearing: 2 months
- Election (general or special): 3-6 months
- Purchase, Bond, Construction: Ongoing

Estimated Cost

The total estimated cost of the formation of a CFD is between $250,000 to $450,000. The breakdown is provided below.

- CFD Plan Development: $100,000-150,000
- Engineering Plans: $100,000-200,000
- District Formulation: $50,000-100,000
- Annual District Management: $5,000-50,000

Table 4-2 summarizes improvements that are typically addressed through the creation of a CFD. In the event of formation of BID and CFD, the overlapping items in the list could be shared by both the Districts or could be addressed by one District.

Process

A Mello-Roos CFD is initiated by either: (1) a written request signed by two members of the legislative body (local government or school district); (2) a petition signed by 10 percent of the eligible voters in the area; or (3) a petition signed by the landowners of 10 percent of the area in the proposed District. The proposed District would include all properties that benefit from the improvements to be constructed or the services to be provided. For example, such boundaries would differ for drainage channel improvements versus a shared community public space, based on who benefits from the proposed improvements. A plan including boundaries, goals, policies, improvements,

Table 4-2: List of Items Typically Addressed by CFD

Corridor Issues/Opportunities	Typical CFD Applications
More travel lanes than needed	On-street Parking Facilities
No parkways, too few street trees	Landscaping
Excess capacity; excessive driveways & conflict points; hostile to pedestrians	Road and Streetscape Improvements
Undersized pipe; open channel blocks access to buildings, floods	Public Infrastructure Improvements (i.e., Storm Drain Channels)
Absence of green & civic space	New Parks or Enhancements to Existing Parks
Need a place for children & seniors	Community Center and Facilities

Figure 4-3: Examples of CFD Activities

Source: Michael Baker International

and services, and financing mechanisms would be created by County staff. Board of Supervisors approval would be required to authorize the formation of a CFD. If not protested by more than 50 percent of the voters or owners of 50 percent of the land, then it would move to a general or special election requiring a two-thirds majority vote of the property owners participating in the CFD.

Municipal bonds can be sold by the CFD to provide the money initially needed to build expensive improvements or fund the services. If approved, a special tax lien is placed against each property in the CFD and paid each year. The special tax cannot be directly based on the property's value and on mathematical formulas that consider property characteristics, such as the use of the property, the square footage of the structure, and lot size. The formula is defined at the time of formation and will include a maximum special tax amount and a percentage maximum annual increase. If the CFD issued bonds, special taxes would be charged annually until the bonds are paid off in full. Often, after the bonds are paid off, a CFD will continue to charge a reduced fee to maintain the improvements. The CFD implementing authority is the existing County agency such as PDS or DPW or joint powers authority if more than one agency is authorized to construct, own, or operate the improvement or facility or provide the service(s).

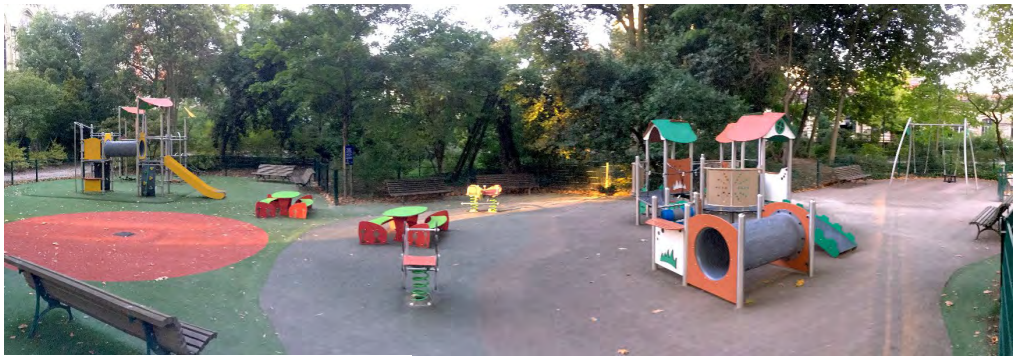
Implementation

Any actions that the CFD mandates are compulsory. All landowners and/or residents within the District are required to pay the tax as it is defined at the formation of the CFD.

Special Considerations

- CFDs are a tool for funding infrastructure and capital improvements.
- They do not affect zoning, land use, or development standards or requirements.
- CFDs require the preparation of engineering plans and cost estimates for capital improvements.
- Special tax and bond consultants and counsel are required to create the financing plans.
- CFDs cannot be used to supplant existing services or for new development to pay for preexisting needs and services.
- CFDs are particularly suitable for long-range or phased improvements and long-term plans.
- CEQA is not required for most functions of a CFD; it would only be triggered if a discretionary action being taken by the CFD qualifies as a "project" as defined under CEQA, such as the construction of a new building or other improvements that may result in potential environmental effects subject to evaluation per CEQA requirements.

Figure 4-4: Examples of CFD Activities



Source: Wikimedia Commons

4.3.3 Enhanced Infrastructure Financing District (EIFD)

Enhanced Infrastructure Financing Districts (EIFDs) allow for separate government entities and special districts within a defined area to finance infrastructure projects with community-wide benefits.

Responsible Parties

- County Board of Supervisors
- County PDS
- County Auditor-Controller
- County Public Works/Engineers for capital improvements
- District or Joint Powers Authority
- Applicants

Time Frame

The total estimated time frame for the formation of an EIFD is 10 to 18 months. The breakdown is provided below.

- EIFD Feasibility Studies: 3 months
- EIFD Legislative Plan: 4-8 months
- EIFD Formation Public Hearing: 3 months
- Purchase, Bond, Construction: Ongoing

Estimated Cost

The total estimated cost of the formation of an EIFD is between $250,000 to $450,000. The breakdown is provided below.

- EIFD Feasibility Study: $50,000
- EIFD Plan Development: $100,000-150,000
- Engineering Plans: $50,000-100,000
- District Formulation: $50,000-100,000
- Annual District Management: $10,000-50,000

Table 4-3 summarizes improvements that are typically addressed through the creation of an EIFD. In the event of the formation of BID and EIFD, the overlapping items in the list could be shared by both the Districts or could be addressed by one District.

Table 4-3: List of Items Typically Addressed by EIFD

Corridor Issues/Opportunities	Typical CFD Applications
Excess capacity; Excessive driveways & conflict points; Hostile to pedestrians	Road and Streetscape Improvements
Shared/public parking	Parking Facilities, Management
Undersized pipe; open channel blocks access to buildings, floods	Flood Control and Drainage Projects
Excessive, uncoordinated, unenclosed dumpsters	Waste Management
Absence of plazas, parks, and civic spaces	Parks and Community Facilities

Process

The initiating county may establish one or more districts by resolution. Following that, the county directs the preparation of an

Figure 4-5: Examples of EIFD Activities

Source: Wikimedia Commons

infrastructure financing plan that includes the details of the public facilities and other forms of development that is proposed within the area of the district and how those facilities and development will be funded.

A variety of funding sources are available. The main funding source will be property tax increment generated within the area encompassed by the EIFD. The preparation of an infrastructure financing plan will include discussions with other taxing entities (special districts) to determine whether they consent to transferring their share of the property tax increment or other eligible revenue to the EIFD for the purpose of financing facilities and development. Amounts contributed to the district by other taxing entities need not be the same for all taxing entities. There is flexibility for amounts contributed to vary and change over time.

Prior to approving a plan, the legislative body (County Board of Supervisors) shall hold a public hearing with ample notice provisions to provide an opportunity for comments from landowners within the district, taxing agencies, and members of the public. Upon adoption, the plan is transferred to the Public Finance Authority (PFA) for implementation. The PFA is legislative body that governs the EIFD. It is comprised of 3 members of the legislative body of the participating affected taxing entity plus two members of the public. If more than one taxing entity agrees to participate in the EIFD, then the majority of the body must be members of the legislative bodies of the taxing entities with at least two public members.

Implementation

Any actions that the EIFD mandates are compulsory. All landowners and/or residents within the district are required to pay the tax or the benefit assessment as it is defined at the formation of the EIFD.

Special Considerations

- EIFDs have the advantage of using tax increment financing. This is particularly useful where planned infrastructure improvements will support significant land development or redevelopment in the subject area.
- Other funding mechanisms may be more appropriate if tax increment funding is not pursued or significant.
- CEQA is not required for most functions of an EIFD, and would only be triggered if the action that the EIFD was taking included an item like demolition, erection of a building, or another action that would trigger CEQA in its own right.

4.3.4 Potential Funding Sources

The formation of BID and/or CFD will act as funding sources for the Specific Plan implementation as described in previous sections. Additionally, various funding sources can be explored to reduce the contribution burden for the property owners. Some of these sources are listed and described here.

State and Federal Grant Opportunities

Grant opportunities for these revitalization efforts are available at the state and federal levels. Because the Specific Plan encompasses a wide array of categories, projects on and around Campo Road may be eligible for grants that focus on:

- Multimodal Transportation
- Transportation Safety (Pedestrian, Cyclists, Drivers)
- Planning, Engineering, and Design
- Capital Improvement and Infrastructure
- Beautification Efforts
- Infill Development
- Adaptive Reuse
- Sustainability and Green Infrastructure

Community Development Block Grants (CDBG)

The CDBG program provides annual grants at the state, county, and city levels to support the development of viable urban communities by providing affordable housing, enhancing the overall living environment, and expanding economic opportunities, mainly for low- and moderate-income groups. The program is funded through the U.S. Department of Housing and Urban Development and is aimed at supporting local community development activities with the stated goal of providing affordable housing, anti-poverty programs, and infrastructure development. The program helps to create jobs through the expansion and retention of businesses while serving as a tool for helping local governments address certain challenges facing their communities. CDBG funds can be used by local governments in partnership with the private and nonprofit sectors in order to develop and upgrade local housing, water, infrastructure, and human services programs. Such funds are effective in allowing local government flexibility and discretion in meeting its communities' particular development needs.

Active Transportation Program Grants

The Active Transportation Program (ATP) is a statewide grant program that encourages bicycling and walking as key modes of transportation, in particular, for children traveling to and from schools and for residents of disadvantaged communities. The program is intended to enhance opportunities for biking and walking; increase safety and travel for people not traveling by vehicle; and reduce vehicle use and greenhouse gas emissions, particularly in urban environments.

Eligible project types include combined infrastructure projects with non-infrastructure components; non-infrastructure education, encouragement, enforcement, and planning of walk and bicycle activities; active transportation and Safe Routes to School Plans for disadvantaged communities; and infrastructure, planning, design, and construction of walk and bicycle facilities.

Additionally, Safe Routes to School (SRTS) grants are awarded through the ATP, and school-based projects and programs are eligible for ATP funding based on the adopted criteria for the program. As the Santa Sophia Academy and the Spring Valley Middle School lie just north of the Corridor, there may be opportunities for SRTS grants to apply.

TransNet Program

The TransNet program, which extends to the year 2048 and is administered by SANDAG, serves as one of the largest transportation improvement programs in the state. The program is funded by half cent sales tax and has been used to support a variety of transportation projects throughout San Diego County. The TransNet Extension Ordinance provides funding for two grant programs that support local efforts to increase walking and biking opportunities and transit use within the region: the Smart Growth Incentive Program (SGIP) and the Active Transportation Grant Program (ATGP).

The program is intended to support improvements that will aid in reducing traffic congestion through highway, bus, and rail projects, as well as bike and pedestrian projects, local street repairs, habitat conservation efforts, smart growth measures, and grant programs. Such projects are varied and include a range of improvements from larger-scale highway projects (i.e., widening and/or installation of high-occupancy vehicle lanes) to a local roadway, bike, and pedestrian enhancements.

The SGIP provides funding for transportation-related infrastructure improvements and planning efforts aimed at smart growth development in Smart Growth Opportunity Areas as identified by SANDAG. The program is aimed at funding comprehensive public infrastructure projects and planning activities that facilitate compact, mixed-use, transit-oriented development and increase housing and transportation choices.

The ATGP is intended to encourage local jurisdictions to plan and construct facilities that promote a variety of transportation alternatives and increase connectivity to transit, schools, retail centers, parks, workplaces, and common public spaces within a community. The ATGP further supports local jurisdictions in providing bike parking facilities, educational programs, and public awareness programs that encourage

pedestrian and bike activities and infrastructure.

Community Improvement Programs (CIPs)

Section 28 of the Planning Act allows municipalities with enabling policies in their adopted plans the ability to prepare and implement CIPs. CIPs are a planning tool utilized by local governments to revitalize certain areas within their communities, allowing them to direct funds and implement policy initiatives toward specifically defined projects. Further, CIPs are typically undertaken to enable environmental, economic development, or social change.

Such programs can address the restoration or reuse of existing structures, land, or infrastructure, manage future growth, stimulate development rehabilitation, or allow for changes in land use. CIPs may be funded through financial incentives in the form of grants, rebate programs, or loans.

In-Lieu Fees

The use of in-lieu fees can be applied to a variety of purposes and are commonly used to fund the construction of affordable housing, parking, parks, and other facilities. In-lieu fees would be calculated relative to the type of improvement being considered and considering such fees when the improvement is being proposed. Potential funding sources range from in-lieu fees to offset minimum required parking or common open space requirements to revenues from monthly parking and short-term parking fees. All of these may be appropriate uses in the Corridor.

Donor Programs

Some of the proposed Specific Plan improvements may lend themselves to a public campaign for donor gifts. Donor programs have been used successfully in many cities to provide funds for streetscape and community design elements. Such programs can be tailored to solicit contributions from individuals, corporations, local businesses, and community and business associations.

Donor gifts could fund items such as benches, trash receptacles, street trees, street tree grates, public art elements, and information kiosks. Donors could be acknowledged with a plaque on the element itself or other prominent display, such as a "wall of fame" with donor names.

This type of program could be spearheaded by an active corridor management program and draw from the wider community of businesses and residents. It is anticipated that an independent organization would serve as the oversight agency responsible for accepting donations and coordinating and managing the associated improvements with County oversight.

4.4 Implementation Phases

Transitioning from the existing to the planned ultimate condition will involve continued community engagement and coordination with multiple property owners to address driveway consolidation and parking access.

Construction of the improvements will require the preparation of detailed plans, a program of engagement and coordination with affected property owners and businesses, and a carefully coordinated construction schedule.

Ideally, the street improvements will be constructed as a single project. However, it is possible to break the improvements into segments. In some cases, the development or redevelopment of property would construct the street and public right-of-way improvements as part of the private development of the adjacent properties.

However, it is assumed that the street improvements will occur first and be a catalyst for the redevelopment of adjacent properties. Therefore, the roadway reconfiguration of Campo Road has been developed to be implemented in phases in such a way that the capital improvements in the initial implementation phase would be retained and complemented by capital improvements in a subsequent implementation phase(s). The following sequencing or phasing would be developed further as part of specific construction and redevelopment plans. The phasing is explained using illustrations of a typical block along Campo Road between Cordoba Avenue and Granada Avenue.

4.4.1 Implementation Phase 1

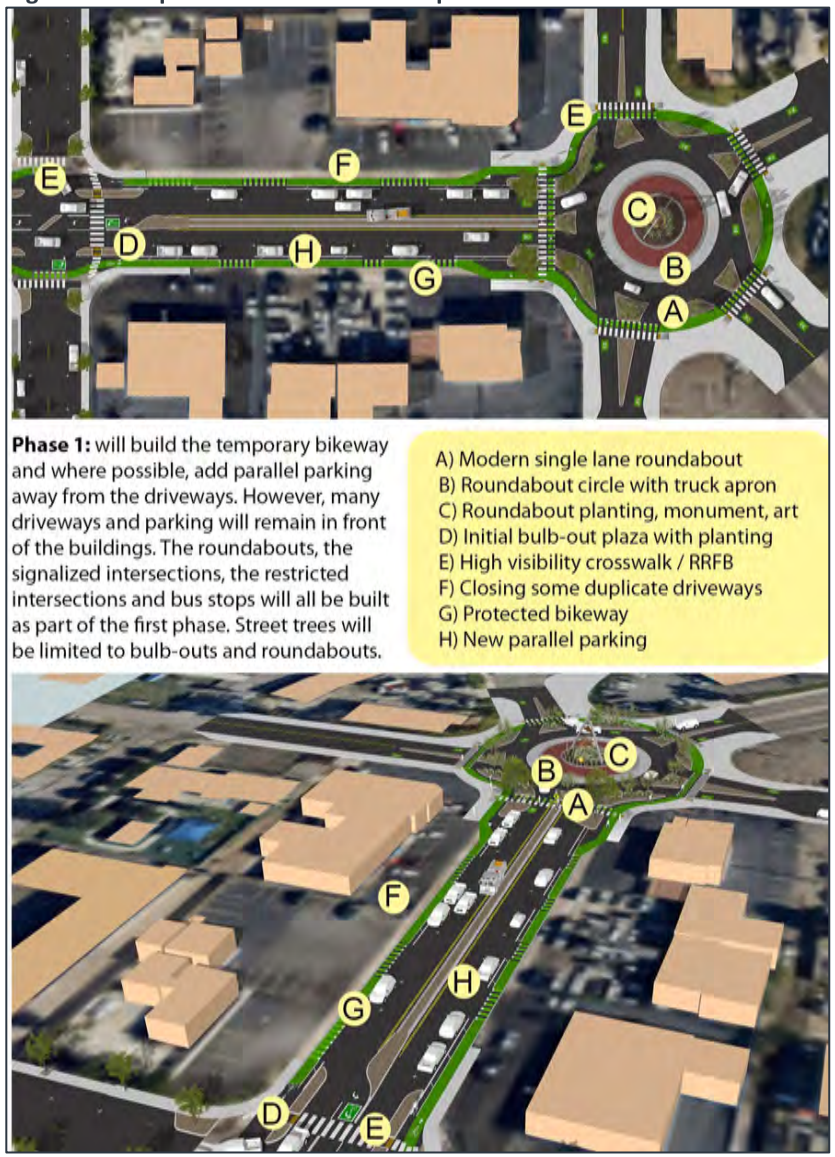
The elements of Implementation Phase 1 include the following:

- Provide a mountable center median.
- Reduce to two travel lanes.
- Add a protected bike lane
- Reconfigure existing intersections, including corner curb extensions (bulb-outs).
- Construct ADA-compliant ramps and provide high visibility crosswalks at intersections.
- Provide street lighting at intersections.
- Plan and provide infrastructure for irrigation, stormwater runoff, and street lighting for later implementation phases.

Figure 4-5 shows the plan and angled views for Implementation Phase 1 for a typical block, using Cordoba Avenue to Granada Avenue as an example.

New parallel on-street parking spaces would be accommodated on both sides of Campo Road within the existing 64-foot curb line. The existing sidewalk would remain in the initial implementation phase, as would most driveways and substandard parking between the back of the sidewalk and existing buildings. The improvements shown are common to both initial and final implementation phases that could be constructed in the first implementation

Figure 4-6: Implementation Phase 1 Improvements



Source: Michael Baker International, Safdie Rabines Architect, KTUA

phase. These improvements can remain and function independently of any future implementation phases.

Driveway consolidation negotiations between property owners can be started at this stage. Depending on the number of driveway closure agreements with property owners, the number of on-street angled parking spaces can be created in Implementation Phase 2 of construction. This can be an ongoing process through various implementation phases. Closure of the driveways will benefit each property owner by installing attractive and functional on-street spaces.

Coordination would involve determining an equitable way of closing the driveways. Driveways to existing off-street parking would be maintained for parcels that do not have another means of access from an adjoining parcel, side street, or alley.

Fortunately, access is available between the small adjacent properties. Any nonprofit group created or identified for implementing the Specific Plan should encourage these property owners to formalize a shared parking agreement to reap the benefits of new on-street parking.

It will be important to anticipate and plan for future implementation phases during Implementation Phase 1 to avoid rework effort during later stages. Future placement of irrigation, electrical, and stormwater drains should be anticipated and accommodated during the first phase, even if adjacent improvements may be several years in the future. This includes conduits, pull boxes, sleeves, the capacity of water, and electricity and drainage.

In this phase, a total of 11 on-street parallel parking spaces and 36 trees at the roundabout and bulb-outs could be added to this block.

4.4.2 Implementation Phase 2

The elements of Implementation Phase 2 are similar to Implementation Phase 1 except for the continued closing of the driveways (approximately half of existing driveways) and the addition of more parallel parking spaces.

In Phase 2, it is assumed that some property owners may take advantage of interim development regulations and utilize the frontage along Campo Road that currently has surface parking and convert it to an outdoor dining/ gathering space.

Figure 4-6 shows the plan and angled views for Implementation Phase 2 for a typical block, using Cordoba Avenue to Granada Avenue as an example.

In this phase, a total of 21 on-street parallel parking spaces and 36 street trees at the roundabout and bulb-outs could be added to this block.

Figure 4-7: Implementation Phase 2 Improvements

Source: Michael Baker International, Safdie Rabines Architect, KTUA

4.4.3 Implementation Phase 3

The elements of Implementation Phase 3 includes the following:

- Shift and construct a new curb line and sidewalk to use the full 100-foot public right-of-way.
- Construct protected Class IV bike lane.
- Add angled on-street parking.
- Provide landscape improvements by planting street trees in the sidewalk space and in park lane islands while providing additional street lighting.
- Consolidate all existing driveways.

Figure 4-7 shows the plan and angled views for Implementation Phase 3 for a typical block, using Cordoba Avenue to Granada Avenue as an example. Implementation Phase 3 improvements assume closure of all driveways along Campo Road, except those that do not have another means of access from an adjoining parcel, side street, or alley.

In this phase, a total of 28 on-street diagonal spaces and 51 street trees at the roundabout, bulb-outs, and along sidewalks could be added to this block.

Figure 4-8: Implementation Phase 3 Improvements

Phase 3: This phase will not occur in all areas at once. It is hoped that a block side will develop all at the same time, allowing that block and that side of the street to obtain the maximized amount of on-street parking. Phase 3 will build the new walk-ways and protected bikeway with it's raised median protection that will accommodate the head-out parking.

A) Modern single lane roundabout
B) Roundabout circle with truck apron
C) New buildings
D) Expanded bulb-outs
E) Adjusted high visibility crosswalk / RRFB
F) All driveways closed, new walkway and trees in tree grates added along walk
G) New location for permanent bikeway
H) Creation of angled head-out parking

Source: Michael Baker International, Safdie Rabines Architect, KTUA

4.5 Planning Level Cost Estimate

The planning level estimation of cost for Campo Road Street Improvement in its ultimate form as discussed in Implementation Phase 3 is provided below. The cost estimate is based on the known conditions at the time of preparation of this Specific Plan and is presented in 2022 dollars. The estimation of cost is subject to change based on any new information learned during the preliminary and final design and construction documentation stage as well as changes in the cost of materials and labor at the time of construction.

Table 4-4: Campo Road Street Improvements - Planning Level Estimation of Cost (July 2021)

Item No.	Item	Quantity	Unit	Unit Price	Total
GENERAL					
1	Mobilization	1	LS	$250,000	$250,000
2	Traffic Control	1	LS	$250,000	$250,000
3	Clearing and Grubbing	1	LS	$300,000	$300,000
4	Storm Water Pollution Control & Erosion Control	1	LS	$15,000	$15,000
EARTHWORK					
5	Unclassified Excavation	1	LS	$250,000	$250,000
GENERAL SURFACE IMPROVEMENTS					
6	Construct 6" Curb & Gutter Type 'G' Per SDRSD G-2	5,500	LF	$38	$209,000
7	Construct 6" buffer for protected bike lanes- Curb Type 'B-1' Per SDRSD G-6 and rolled median.	15,000	LF	$34	$510,000
8	Construct PCC Curb Ramp Type 'D' Per SDRSD G-31	54	EA	$3,900	$210,600
9	Construct PCC Roundabout Truck Apron Per Detail	3,000	SF	$30	$90,000
10	Asphalt Concrete (AC)	4,375	TN	$130	$568,750
11	Class 2 Aggregate Base (AB)	4,320	CY	$45	$194,400
12	Concrete Cross Gutter per SDRSD G-12	4,000	SF	$15	$60,000
13	Construct Concrete Driveway Type "A" Per SDRSD G-14A	9,200	SF	$13	$119,600
14	4" PCC Sidewalk per SDRSD G-7	40,000	SF	$9	$360,000
15	Install Bus Pad	5	EA	$9,000	$45,000
16	Minor Items	1	LS	$350,000	$350,000
TRAFFIC SIGNALS					
17	New Traffic Signal (Conrad)	1	EA	$340,000	$340,000
18	Signal Modification (Kenwood)	1	EA	$80,000	$80,000
19	HAWK/ RRFB	2	EA	$260,000	$520,000
20	Streetlights (new, adjustments, infrastructure)	1	LS	$200,000	$200,000
21	Signing & Striping	1	LS	$70,000	$70,000

Table 4-4: Campo Road Street Improvements - Planning Level Estimation of Cost (July 2021)

Item No.	Item	Quantity	Unit	Unit Price	Total
UTILITY RELOCATION					
22	Minor Relocations/Adjustments	1	LS	$250,000	$250,000
STORM DRAIN IMPROVEMENTS					
23	Install 18" RCP	700	LF	$185	$129,500
24	Junction Structures	4	EA	$7,500	$30,000
25	Tree Wells	8	EA	$28,000	$224,000
26	Install Type A Curb Inlet per SDRSD D-01	10	EA	$8,000	$80,000
LANDSCAPE & IRRIGATION					
27	Hardscape (Includes Gateway Elements)	1	LS	$750,000	$750,000
28	Irrigation	1	LS	$375,000	$375,000
29	Planting	1	LS	$1,200,000	$1,200,000
				TOTAL	$8,030,850
				25% CONTINGENCY	$2,007,713
				CONSTRUCTION TOTAL	**$10,038,563**
SOFT COSTS					
1	Preliminary Engineering (Studies, Geotech, Reports, Surveying)			11.0%	$1,071,242
2	Final PS&E			8.0%	$779,085
3	Construction Management & Support			11.0%	$1,071,242
				SOFT COST TOTAL	**$2,921,569**

Assumptions:

1. Water, sewer, and stormwater improvements are not included.
2. R/W costs and acquisitions are excluded and assumed by others.
3. Minor pipe extensions and new inlets are assumed for drainage. Mainline replacement is not assumed.
4. Side street construction is not included.
5. New pavement is assumed in the widening areas only.
6. Utility relocations are not included.
7. The estimate is based on a conceptual street rendering provided in Chapter 2, Figures 2.2 and 2.3
8. It is assumed that environmental clearance is already obtained.

Disclaimer: The costs depicted in this table are approximate and are based on the current knowledge of the area, cost of construction, and planned improvements. The cost could vary during the final design and implementation of the project.

4.6 Implementation Plan

Table 4-4 provides a step-by-step plan for the implementation of this Specific Plan. The matrix is a living document and should be reviewed periodically to incorporate new action steps as more detailed information becomes available and based on the items that are implemented.

Table 4-5: Implementation Matrix

Step Number	Implementation Item	Time Frame (years)				Lead Agency				Potential Funding Sources
		<1	1-2	3-5	6-10	PDS	DPW	Nonprofit Organization	Others	
1	Develop a checklist of design guidelines for exemptions and waivers from the discretionary site plan permit process									County Resources
2	Develop an FAQ for residents and developers containing a development standard checklist to guide applicants through the design process.									County Resources
3	Create and maintain BID/CFD to increase revenue in order to implement the plan.									County Resources, Private Funding, Nonprofit Organization
4	Reproduce and distribute plan & Vision poster. Promote the use of the bonus building story and floor area incentives for the creation of community open space and/or catalytic redevelopment projects.									County Resources, BID, CFD
5	BID/CFD to hire a Corridor Coordinator to engage property owners and implement the plan.									BID, Donations

Table 4-5: Implementation Matrix

Step Number	Implementation Item	Time Frame (years)				Lead Agency				Potential Funding Sources
		<1	1-2	3-5	6-10	PDS	DPW	Nonprofit Organization	Others	
6	Research and apply for grants *(Can be done simultaneously with Step 1):* • Final design and construction plans for Campo Road reconfiguration • Study in details the traffic impacts and mitigation of plan implementation on Kenora and Kenwood intersection as well as on San Juan Street. • Planning and implementation of stormwater facilities to improve culverts east of Bonita Avenue and the one adjacent to Kenwood Drive. • Tactical urbanism projects • Construction of Campo Road									County Resources, BID, CFD, Nonprofit Organizations
7	BID/CFD/Corridor Coordinator to meet with property and business owners to discuss • Driveway consolidation planning. • Coordination and construction phasing plan for Campo Road. • Completion of a continuous alley between Granada and one-half block west of Bonita on both sides of Campo Road. • Construction temporary low-walls and landscape buffers to protect pedestrians from cars backing into sidewalks. • Work with Santa Sophia Church to develop more formal access and connections between Estrella Park and the Campo Road Corridor.									County Resources, BID, Donations
8	Hire a consultant for tactical urbanism projects. *(To be done right after securing grants or identifying funding.)*									County Resources, BID, Grants, Donations

Table 4-5: Implementation Matrix

Step Number	Implementation Item	Time Frame (years)				Lead Agency				Potential Funding Sources
		<1	1-2	3-5	6-10	PDS	DPW	Nonprofit Organization	Others	
9	Float an RFP and hire a consultant to produce a final design as well as construction documents for Campo Road. *(To be done right after securing grants or identifying funding.)*									County Resources, BID, Grants, Donations
10	Float an RFP and hire a branding consultant for the Corridor to work with tactical urbanism and the final design team *(right after Securing Grants/identifying funding)*. • Develop a logo and slogan for marketing the Corridor. • Develop a brochure and website for the Corridor. • Develop templates for marketing and promotional materials such as flyers for tactical urbanism workshops and other educational materials for property owners. • Work with the design team to incorporate logo/branding with visual elements such as street lighting, signage, street furnishings, and paving.									County Resources, BID, Grants, Donations
11	Tactical Urbanism Project (low-cost, quick implementation, community-based demonstration, and pilot improvement projects) • Duration one month • Reconfigure the street with one lane in each direction and create bump-outs along the length of Campo Road *(To be done after Step 7.)*									BID, Grants, Donations
12	Tactical Urbanism Project • Duration one month • Add roundabouts *(Can be done simultaneously or after Step 10.)*									BID, Grants, Donations

Table 4-5: Implementation Matrix

Step Number	Implementation Item	Time Frame (years)				Lead Agency				Potential Funding Sources
		<1	1-2	3-5	6-10	PDS	DPW	Nonprofit Organization	Others	
13	Tactical Urbanism Project • Duration one month • Side street improvements *(Can be done simultaneously or after Step 10.)*									County Resources, BID, Grants, Donations
14	Prepare a detailed drainage study to update Special Drainage Area 1 drainage facility upgrade recommendations. Prepare cost estimates for drainage facilities upgrade recommendations and prioritize them using the following rating categories: • Public Safety • Environmental Impacts • Cost Benefit Analysis • Compatibility with County Plans • Multiple Use • Ease of Implementation • Funding/Financing Availability • Historic Flooding Upgrade undersized drainage facilities based on the updated study and prioritization.									County Resources, BID, CFD, EIFD, Grants
15	Finalize Design for Corridor Streetscape Improvements: • Coordinate with San Diego County Fire Authority, DPW, Metropolitan Transit Authority, and other agencies to ensure that the final plan aligns with their requirements. • Incorporate results from tactical urbanism projects in the final design to enhance Public Transit Stops along Campo Road with shelters, shade, trash receptacles, and landscaping.									County Resources, BID, CFD, EIFD, Grants, Donations

Table 4-5: Implementation Matrix

Step Number	Implementation Item	Time Frame (years)				Lead Agency				Potential Funding Sources
		<1	1-2	3-5	6-10	PDS	DPW	Nonprofit Organization	Others	
	• Include bump-outs to facilitate pedestrian crossings. • Identify locations to hold frequent, well-planned community events. • Identify locations for public art installations and plan ahead accordingly. • Use decorative paving and pavement markings to enhance the sense of the pedestrian area. • Introduce new on-street parking along Campo Road. • Incorporate logo and branding developed by the branding team into visual elements such as street lighting, signage, street furnishings, and paving. • Signalize the NB approach to allow left turns at the Conrad / Campo Road intersection. • Coordinate with Metropolitan Transit Authority to design shaded bus shelters for Campo Road. • As a part of the final design, develop preapproved plans to realign nonconforming perpendicular parking to parallel parking on a parcel by parcel basis.									
16	Hire an artist/art firm to design gateway elements for gateways at Kenwood Drive and Granada Avenue. The artist will work in conjunction with the team, creating the final design and construction drawings set.									BID, Grants, Donations
17	Prepare phased construction drawings for Campo Road transformation plans. • Ensure that implementation phase 1 improvement (**Section 4.4.1**) is made in a way to carry forward to implementation phases 2 and 3. • Evaluate a regional water quality treatment facility for the Corridor and integrate green street water									BID, Grants, Donations

Table 4-5: Implementation Matrix

Step Number	Implementation Item	Time Frame (years)				Lead Agency				Potential Funding Sources
		<1	1-2	3-5	6-10	PDS	DPW	Nonprofit Organization	Others	
	quality treatments into the proposed Campo Road streetscape improvements and reclaimed parking areas accordingly. • Plan for broadband, electrical, and irrigation for implementation phases 2 and 3 in implementation phase 1. • Ensure that the planned replacement of the Campo Road sewer line is sized to accommodate potential growth established by the Specific Plan. • Ensure that the design is ADA compliant. • Identify one block for the demonstration project for the Corridor.									
18	Develop a maintenance and management plan for the Campo Road streetscape improvements to ensure plantings are properly rooted and irrigated during the initial grow-in period and are continuously maintained in healthy and vigorous growing conditions; schedule tree trimming, weed removal, trash and debris removal, and replacement of dead, dying, or diseased material.									County Resources, CIP, Grants, Donations
19	Prepare bid, float RFP and hire construction contractor for one block demonstration project in accordance with construction drawings. These will include corner bulb-outs, pedestrian refuges, lane reduction, on-street parking, protected bike lanes, nonconforming front yard retrofits, and a mountable center median.									BID, Grants, Donations

Table 4-5: Implementation Matrix

Step Number	Implementation Item	Time Frame (years)				Lead Agency				Potential Funding Sources
		<1	1-2	3-5	6-10	PDS	DPW	Nonprofit Organization	Others	
20	Carry out a demonstration project construction on one block of Campo Road.									CIP, Grants, BID, CFD, EIFD, Donations, In-lieu Fees
21	Create a tactical urbanism project series with business and property owners for on-site enhancements, including landscaping, signage, and parking realignment. *(Can be done simultaneously with Steps 10, 11, and/or 12.)*									BID, Grants, General Funds
22	Prepare bid, float RFP and hire construction contractor for implementation phase 1 improvement. *(This can be a continuation of Step 18 or a new step.)*									BID, Grants, General Funds
23	Start implementation phase 1 street improvements including center mountable median, lane reduction, protected bike lanes, parallel on-street parking, driveway consolidation, and streetscapes.									CIP, Grants, BID, CFD, EIFD, Donations, In-lieu Fees
24	BID/CFD/Corridor Coordinator to meet with property and business owners to discuss: • Add landscaping to building and street frontages. • Widen sidewalks to allow room for outdoor dining, pedestrian amenities, and landscaping. • Promote preapproved plans for converting nonconforming parking to conform with the parking ordinance. Access from side streets and shared parking agreements between property owners. *(This is a continuous discussion and can be started as*									CFD, EIFD, BID, Grants, Donations

Table 4-5: Implementation Matrix

Step Number	Implementation Item	Time Frame (years)				Lead Agency				Potential Funding Sources
		<1	1-2	3-5	6-10	PDS	DPW	Nonprofit Organization	Others	
	early as Step 6 and will last until the end of implementation phase 3.)									
25	BID/CFD/Corridor Coordinator work with property owners and developers to: • Construct a central community gathering and event space. • Activate San Juan and Kenora alleys and back of strip center buildings with new pedestrian connections using paseos, landscaped sidewalks, and active building frontages. *(This is a continuous discussion and can be started as early as Step 6 and will last until the end of implementation phase 3.)*									CFD, EIFD, BID, Grants, Donations
26	• Create Arts and Culture Plan including murals, sculptures, seasonal and special event signage, banners and branding, and public entertainment. Include murals program to turn blank walls, areas subject to graffiti, utility boxes, etc., into public art. Also, establish arts and culture program and managing board to approve art for public installation and display. *(This is an independent step and can be started at any stage of the implementation.)*									County Resources, BID, Grants, Donations
27	Promote live entertainment, including informal and programmed spaces to activate public spaces; create presence and a sense of safety and security.									CFD, BID, Grants, Donations

Table 4-5: Implementation Matrix

Step Number	Implementation Item	Time Frame (years)				Lead Agency				Potential Funding Sources
		<1	1-2	3-5	6-10	PDS	DPW	Nonprofit Organization	Others	
28	Increase the number of events in the Specific Plan area: • Develop a 12-month calendar of smaller-scale events • Launch and grow a year-round farmers' market									CFD, BID, Grants, Donations
29	Work with Santa Sophia Church to develop more formal access and connections between Estrella Park and the Campo Road Corridor. *(Discussion to start at Step 6.)*									CFD, BID, Grants, Donations
30	Start implementation phase 2 improvements, including the first round of driveway consolidation, angled on-street parking, streetscape lighting, and street trees.									CIP, Grants, BID, CFD, EIFD, Donations, In-lieu Fees
31	Track the use of the bonus building story and floor area incentives for the creation of community open space and/or catalytic redevelopment projects and adjust both incentive programs if needed. *(Can be started as early as Step 1.)*									Grants, BID, CFD, EIFD, Donations, In-lieu Fees
32	Refine and adopt amendments to the Specific Plan as necessary.									County Resources, BID
33	Start implementation phase 3 improvements, including the final round of driveway consolidation, angled on-street parking and streetscape lighting, street trees and other plantings, wayfinding signage, and banners.									CIP, Grants, BID, CFD, EIFD Donations, In-lieu Fees

Table 4-5: Implementation Matrix

Step Number	Implementation Item	Time Frame (years)				Lead Agency				Potential Funding Sources
		<1	1-2	3-5	6-10	PDS	DPW	Nonprofit Organization	Others	
34	Increase the number of projecting shade structures within pedestrian gathering areas.									County Resources, BID, CFD, EIFD Donations
Parallel with Phase 1, 2, or 3	Monitor on-street parking usage in the area.									BID, CFD, EIFD, Parking Meter Revenues
Parallel with Phase 1, 2, or 3	Create a parking management program to institute time limits if and when certain areas regularly exceed occupancy of 85 percent, and pay to park if and when paid parking areas regularly exceed 90 percent occupancy.									BID, CFD, EIFD,Parking Meter Revenues
Parallel with Phase 1, 2, or 3	Create a Temporary Uses and Activities program to provide temporary permits to property owners for such activities in unused and underused parking lots.									County Resources, BID, CFD, EIFD, Parking Meter Revenues
Parallel with Phase 1, 2, or 3	Conduct annual in-person interviews with business and property owners.									County Resources, BID
Parallel with Phase 1, 2, or 3	Promote weekly or regularly scheduled events to attract and create new expectations for community use of excess or underutilized parking areas: farmers markets, food truck days, temporary popup businesses, outdoor entertainment, and markets.									Grants, Donations, BID

Table 4-5: Implementation Matrix

Step Number	Implementation Item	Time Frame (years)				Lead Agency				Potential Funding Sources
		<1	1-2	3-5	6-10	PDS	DPW	Nonprofit Organization	Others	
Parallel with Phase 1, 2, or 3	Create an e-blast/ newsletter with quarterly cluster advertising by the Corridor businesses to Casa de Oro and Valle de Oro residents.									County Resources, BID
Parallel with Phase 1, 2, or 3	Work with County sheriffs to facilitate foot and bicycle patrols within the Specific Plan area to increase surveillance through enforcement of code regulation.									County Resources, BID
Parallel with Phase 1, 2, or 3	Ensure nighttime lighting in areas routinely used by pedestrians.									County Resources, BID
Parallel with Phase 1, 2, or 3	Work with waste management services (EDCO) and property owners to provide attractive and secure enclosures for dumpsters to prevent dumping and unlawful access. Require locks on all dumpsters.									County Resources, BID
Parallel with Phase 1, 2, or 3	Work with auto repair and service, light industrial owners, and operators to improve access and appearance and create attractive transition edges between the private and public areas (sidewalks) with low walls, landscaping, attractive fencing, and screening of outdoor storage.									Grants, Donations, BID
Parallel with Phase 1, 2, or 3	Work with property owners to improve signage to align with design guidelines.									Grants, Donations, BID
Parallel with Phase 1, 2, or 3	Work with property owners to improve signage to align with design guidelines.									Grants, Donations, BID

Attachment E

Public Review and Comment Letters

CASA de ORO
ALLIANCE

August 31, 2022

Mike Madrid, AICP
Land Use/Environmental Planner – Long Range Planning
County of San Diego
Planning & Development Services
5510 Overland Avenue, Ste. 310
San Diego, CA 92123

RE: Pickleball Club Development in Casa De Oro; Alternative Zoning.

Dear Mr. Madrid:

Thank you very much for participating in the virtual Board Meeting of the Casa De Oro Alliance (the "CDOA") on August 11, 2022. In the Board Meeting, we received a presentation by Mr. Pat Rolfes, who heads the company spearheading the development of a pickleball club, to be called "The Hub," located at the west end of Casa De Oro (the "Developer").

The CDOA is encouraged by the fast pace at which the Developer has commenced the rehabilitation of the existing clubhouse and build-out of the pickle ball court infrastructure.

The Developer noted during the Board Meeting that The Hub, as currently under construction, is a project being funded personally by Mr. Rolfes and his business partners. The Developer contends that its ability to further transform The Hub into a high-caliber regional pickle ball center[1] will not be possible without securing external funding from a commercial lender.

According to the Developer, commercial lenders will not fund a project like The Hub if the underlying property (i.e., collateral for the loan) is zoned primarily for recreational use.

The Developer also suggested that a variety of alternative uses have been explored (e.g., apartments, retail, etc.), but that there are multiple headwinds to commercial development, including the triangular shaped lot, steep access from Campo Road, and that it is bounded by substantial traffic on both sides by Campo Road and Highway 94. The Developer has stated that to satisfy a commercial lender, the best alternative use (and where they have significant development experience) would be mini-storage.

The Developer has approached County Planning about obtaining a zoning change that would allow mini-storage as an alternative use (and, potentially, for the two neighboring parcels to the east). In response, the County suggested that the Developer solicit input from the Valle De Oro

[1] The Developer has suggested that ideal upgrades under consideration might include the following: a new central club house facility, full restaurant and lounge serving members and the public, professional tournament quality "stadium" courts, and acquisition of neighboring parcels for expansion.

Planning Group, the CDOA, and other relevant stakeholders to help inform the County's consideration of such a change. This resulted in discussions and presentations between the Developer, the CDOA and the Valle De Oro Planning Group.

A CDOA subcommittee was formed solely to evaluate the Developer's development work to date, as well as the Developer's reasoning for seeking zoning approval for mini-storage as an alternative usage.

CDOA Board Members are enthusiastic about conversion of the tennis club to a center for pickleball, which is among the country's fastest growing recreational sports and, unlike many competitive sports, is easy to learn and appeals to all age groups.

The CDOA believes The Hub could be a tremendous resource for residents of Casa De Oro, Spring Valley, Mt. Helix/La Mesa and many other surrounding communities. Particularly in combination with the development of a new library on the other side of Campo Road, The Hub has the potential to play a pivotal role in propelling the County's goal of revitalizing the Campo Road Corridor.

After more than a dozen years of watching the shuttered tennis club fall into disrepair, then rise from the ashes in the form of two separate illegal marijuana dispensaries, the CDOA is optimistic that the property could once again become a treasured asset to our community. The increased visitors to The Hub will invariably benefit nearby businesses.

The CDOA does not have reason to dispute the Developer's assertion that expanding The Hub will require external financing. Nor does the CDOA have reason to dispute the Developer's assertion that the necessary financing will not be obtainable without some type of spot re-zoning (or other zoning mechanism).

The purpose of this letter is to advise the County that the CDOA strongly supports the current recreational use zoning (and the pickleball club in development) but does not object to the Developer's pursuit of a re-zoning that would allow both recreational and mini-storage.

Please feel free to contact me directly if you would like to discuss this matter further.

Respectfully,

Bob Yarris

Bob Yarris, President

Valle de Oro Community Planning Group

3755 Avocado Blvd #187, La Mesa, CA 91941
Oday Yousif, *Chair*

September 26, 2022

Sent Via: Email and U.S. Postal Mail

San Diego County Board of Supervisors
c/o Clerk of the Board of Supervisors
1600 Pacific Highway, Fourth Floor, Room 402
San Diego, California 92101
COBRecords@sdcounty.ca.gov

San Diego County Planning Commission
c/o Planning and Development Services
5510 Overland Avenue, Suite 110
San Diego, CA 92123
PDS.PlanningCommission@sdcounty.ca.gov

Re: Pickleball Club Development on Campo Road

Dear Board of Supervisors & Planning Commission:

The Valle de Oro Community Planning Group (the "VDO CPG") represents the communities of Casa de Oro, Mount Helix, and Rancho San Diego as an advisory board to the County of San Diego but particularly for issues related to planning, development, and land use. This letter comes to you following the VDO CPG's formal recommendation of the Campo Road Corridor Revitalization Specific Plan (the "Specific Plan") and in relation to a potential development on Campo Road and within the boundaries of the Specific Plan.

On August 2, 2022, Patrick Rolfes presented to the Valle de Oro Community Planning Group as a representative of the "The Hub San Diego" which aims to be the largest pickleball center in San Diego County. Mr. Rolfes extensive presentation gave significant background as to the growth of pickleball as a sport and its current extensiveness in San Diego County.

The site that has been acquired for the development of this facility is located at 9545 Campo Road, Spring Valley, CA 91977. This facility used to house the Helix Tennis Club until the business shuttered. The ongoing development of the property seeks significant improvement as to the use and condition of the parcel.

The issue, however, that was presented to the VDO CPG and other stakeholders by Mr. Rolfes was describe as a limited use of the parcel under the current zoning mechanism and what it would be under an approved Specific Plan. The use under the Specific Plan would allow for the use as a pickleball club as well as for housing and retail. The Hub seeks the support of the VDO CPG for an alternative use of the parcel (and possibly neighboring parcels): self-storage or mini storage. Their claim is that such a use will better allow them to develop a world a class pickleball facility by guaranteeing the adequate funding to do so.

The current use of the parcel, and that which would be allowed under the Specific Plan, does not allow for any storage use. In fact, there has been no advocacy or attempt to allow for a storage use throughout the Specific Plan drafting process. Because the issue of storage use anywhere throughout the Specific Plan came in front of the VDO CPG very late in our involvement with the Specific Plan, we have no desire to make contingent our support of the Specific Plan on an additional storage use. At our September 13, 2022, meeting, the VDO CPG voted give out recommendation of the Specific Plan without any condition.

Valle de Oro Community Planning Group
3755 Avocado Blvd #187, La Mesa, CA 91941
Oday Yousif, *Chair*

That vote is the reason for this letter. We did not wish to stifle the progress of the Specific Plan by conditioning *our* support on the addition of a specific use. However, we know that the Planning Commission and Board of Supervisors are better suited and able to make such changes if you wish. Nonetheless, we still want the Planning Commission and Board of Supervisors to be aware of our view on this issue.

The VDO CPG appreciates any attempt to improve the parcel which is an eyesore for the Casa de Oro Community and for all those who can see the property from the westbound side of Highway 94. The VDO CPG specifically is in support of the pickleball club use on the property. We believe that that use would not just be in the interest of Casa de Oro but our region as a whole.

Therefore, the VDO CPG has no objection to mini or self-storage use being allowed on the parcel known as 9545 Campo Rd, Spring Valley, CA 91977. We believe that if this additional use allows the developer leeway for even more extensive development of the pickleball club, the current zoning should not stifle that. Specifically, we believe the mini or self-storage use should only be limited to the parcel known as 9545 Campo Rd, Spring Valley, CA 91977 and the two parcels adjacent to it.

I am available to discuss this matter at your convenience.

Sincerely,

Oday Yousif
Valle de Oro Community Planning Group, Chair

cc: Mike Madrid, County of San Diego PDS

June 9, 2022

Mike Madrid, AICP
Land Use/Environmental Planner – Long Range Planning
County of San Diego
Planning & Development Services
5510 Overland Avenue, Ste. 310 | San Diego, CA 92123
Direct: (619) 964-6918 | michael.madrid@sdcounty.ca.gov

Re: 9545 Campo Rd.

Dear Mike,

Thank you for your time on the phone yesterday.

As discussed, we are proposing the creation of an additional zoning area within the Campo Road Corridor Revitalization Specific Plan that would allow for mini warehousing. After several discussions with the local community and based on several determining factors, we believe the properties adjacent to the 94 Freeway, South of Campo Rd, and West of Kenwood, excluding properties that are on Kenwood, would be the better suited to support the communities needs if Mini Warehousing was an allowed use within that zoning designation. (See highlighted area in below map.)

We would like to schedule a zoom call to discuss with your team the logistics of adding the additional zoning area to the Campo Road Corridor Revitalization Specific Plan. We can further expand on our planning discussions with the community, the limitations caused by the freeway, drainage and topography that support the need for greater planning flexibility within that proposed zoning area. Please let me know what time works best for you and your team.

Sincerely,

PJ Rolfes

Pat Rolfes
714-323-2739
patrolfes@gmail.com

November 17, 2021

Mr. Michael Madrid, Project Manager
County of San Diego
Planning and Development Services Department
5510 Overland Avenue, Suite 310
San Diego, CA 92123

RE: Casa de Oro Alliance Comments on the Draft Campo Road Corridor Revitalization Specific Plan

Dear Michael,

On behalf of the Casa de Oro Alliance, first let me thank the County for pursuing preparation of the Draft Specific Plan. As we've noted on many occasions, those of us that are long time owners and residents have seen a general decline in the overall character and function of our core area in the last 20 or more years. The vision and ideas presented in the Draft Specific Plan take into account many years of community input through various forums and activities, and reflect the active and attractive area our community needs and deserves. We are excited to move forward.

That said, there are still a number of observations, questions and comments about the Draft's content for both what's there, and some subjects we expected to be addressed that aren't there. Attached are comments and suggested revisions from six of the Alliances Board members for the County and MBI's consideration and response. While these are transmitted together, they reflect the individual perspectives of each member (who are also property owners and residents). While individual, the comments do respond to common issues, inputs and expectations collectively identified through the Alliance and other community members throughout this multi-year process. Those individuals include Bob Yarris, Roy Davies, Jamie Deering, Alan Arthur, Neal Svalstad and myself.

We look forward to continuing this important work with the County and are anxious to receive your responses to our comments, and for the opportunity to hopefully refine the Draft Plan's content and proposals.

Please don't hesitate to reach out if there are any questions or needed clarifications.

Sincerely,

Ed Batchelder (CDOA Board Secretary)

Attachments (6)

cc: CDOA Board Members

Via: U.S. Mail and Electronic Mail to: Michael.Madrid@sdcounty.ca.gov

July 14, 2022

Michael Madrid
Project Contact: Campo Road Corridor Revitalization Specific Plan
County of San Diego | Planning & Development Services
5510 Overland Avenue, Suite 310, San Diego, CA 92123

Mr. Michael Madrid,

On behalf of the Valle de Oro Community Planning Group (VDOCPG), I am forwarding to you our observations, concerns, and suggestions regarding the Campo Road Revitalization Specific Plan.

Welcome for Long-Awaited (draft) Plan

Members of the VDOCPG recognize the significant sustained effort, public funds, professional expertise, and community engagement invested in the development the draft specific plan. In addition, group members understand that many of the root causes of the urban blight we see on Campo Road today come from resistance to adoption of sound urban planning practices in the past. Therefore, the group appreciates the results presented in the draft specific plan and is grateful for the progress represented by the draft specific plan documents. Land use and traffic management in Casa de Oro is highly dysfunctional, and the draft plan addresses many issues including:

- Enhanced safety features and improved traffic flow (for pedestrians, bicyclists, and drivers) through the corridor, making the commercial area feel safer and more welcoming.
- Encouragement of new development by allowing housing options to mix with commercial uses.
- Advancing the creation of places where the community can gather.
- Development of landscape standards to enhance natural shade.

It would be difficult for any rational community planning group to reject the many benefits a specific plan offers to a community wanting to see long delayed, systemic improvements to their community's land use practices in a key commercial area. This is especially true when current land use policies are dysfunctional, and a specific plan is the preferred regulation vehicle to be sure land use issues are addressed.

Community Issues Missing and Ignored

Many elements of the draft specific plan, if adopted, can facilitate significant improvements to Casa de Oro, both publicly and privately in the future. However, critical community health and safety issues were not addressed in the specific plan, and some decisions within the plan do not fully consider neighbor traffic patterns as they relate to Campo Road and travel on the corridor. We are hopeful these issues will be addressed in a future new edition of the draft plan, and/or within a programmed implementation plan to include sequencing and funding.

The Casa de Oro community members originally petitioned the County for the development of a specific plan, not only as a vehicle to revitalize commercial property use on Campo Road, but also as a policy document to address the proliferation, concentration, and location sensitivity of high-risk, adult-based businesses, such as retail alcohol outlets, no-food bars, tobacco outlets, and smoking lounges. The

VDOCPG endorsed the Casa de Oro community's efforts to see limits placed on high-risk businesses in Casa de Oro within the specific plan. However, County policy to address this currently critical issue of over concentration of high-risk businesses is not included in the plan. This is a lost opportunity to address a significant social issue threatening community health and safety across the County, as well as contributing to urban blight in Casa de Oro. Sadly, an opportunity to develop policy to address the abundance of high-risk businesses near residential communities in unincorporated areas of San Diego County was missed, despite significant community input, support, and interest. Unfortunately, the reason(s) this community request was not addressed remain unclear.

While Campo Road is the main traffic artery of Casa de Oro, San Juan Street and Kenora Drive are important auxiliary traffic veins. These two decrepit roads could offer alternative routes to neighborhood corridors, functional routes to facilitate commercial deliveries, and safer travel routes for bicycles and pedestrians unwilling to face the onslaught of Campo Road. The specific plan may (or may not) be the best vehicle to address these road uses and conditions. However, for the specific plan to be successfully implemented, these roads -- including the portions owned by private parties -- must be addressed and incorporated in the plan's implementation. The traffic flow in Casa de Oro - as envisioned by the specific plan – requires these critical streets to work. Again, the Casa de Oro community identified this issue early and often in the planning process and it is unclear how a major community issue could be so easily ignored. We suggest County staff plan to address the problems of San Juan Street and Kenora Drive as part of the implementation planning of the specific plan.

Challenging Changes on Campo

Several of the design choices envisioned for Campo Road in the plan are innovative but potentially controversial. Roundabouts replacing signals, bulb outs at intersections, dedicated bike lanes, and back in parking are all significant and novel changes a skeptical public could easily reject. The upgrade of the bike accommodation (to Level 4) in the most recent draft may be one novel change too many and create a risk to community acceptance.

Most significantly, the change is contrary to the depictions previously presented to the community as "best practice." Additionally, the new buffered, protected bike lanes undercut one of the "sight-advantages" of the "back-in parking" idea – bike safety. The Casa de Oro community, for reasons of local geography may be divided on the wisdom of bike travel, however Campo Road could be an important bike through-route if it was made safer for bikes --potentially deploying Kenora Drive and/or San Juan Steet. We support additional study of bike usage and bike travel data collection before making any final design decisions regarding the level of bike lane accommodations on Campo Road.

Similarly, the choice to eliminate right turns from North Cordoba onto Campo Road could be a mistake. While traffic can reroute by heading either east or west before encountering Campo Road, directing a major traffic route leading from the Mt. Helix and the Casa de Oro residential communities away from Campo Road businesses misses the point. If this traffic wants to avoid Casa de Oro, it easily can and does. But if these residents want to travel to the corridor, they should be accommodated with a safe and easy route – not get redirected away at the last opportunity to minor side streets. Under the proposed plan, neighborhood traffic is inelegantly detoured away from a natural, traditional route, for no apparent reason, only to be finally allowed to travel in the original desired direction --toward Casa de Oro businesses.

Valuable Efforts for Supportive Community

The potential value of this historic business corridor and transportation route is recognized by the community and members of the VDOCPG, especially those who have lived and worked here for years. The VDOCPG wants to see the "gold" come back to Casa de Oro. Making the corridor work for all kinds of transportation modes and creating an inviting place for community to gather once again is central to a successful Casa de Oro.

Casa de Oro is an active community supportive of recent improvements in crime reduction, closing of illegal marijuana dispensaries, and more extensive outreach to community members experiencing homelessness. But real change comes from public investment in community transportation corridors like Campo Road – making the area a place where people feel welcome to shop, to be entertained, or to dine. It can also become a place for the community to plan public gatherings and celebrations.

Public Funding of Public Improvements Important

New business and property development on the Campo Road corridor should be welcomed and encouraged, but public investment of resources can be transformative. The VDOCPG encourages public improvements to be funded through public funds. The public improvements envisioned in the specific plan should not depend on private land owners on Campo Road for financing and implementation of public right-of-way improvements in Casa de Oro and the specific plan should reflect public funding of improvements appropriately.

Thank you for your consideration of these issues and observations. We look forward to reviewing the next version of draft specific plan and hope to provide our continued support for its improvement and eventual adoption by the Board of Supervisors.

Sincerely,

Oday Yousif
Chair, Valle de Oro Community Planning Group

CALIFORNIA STATE TRANSPORTATION AGENCY GAVIN NEWSOM, GOVERNOR

California Department of Transportation

DISTRICT 11
4050 TAYLOR STREET, MS-240
SAN DIEGO, CA 92110
(323) 895-2594 | FAX (619) 688-4299 TTY 711
www.dot.ca.gov

November 22, 2021

11-SD- SR 94
PM 11.837
Campo Road Corridor Revitalization
Specific Plan# PDS2021-SPA-21-002

Mike Madrid
County of San Diego
5510 Overland Avenue
San Diego, CA 92123

Dear Mr. Madrid:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Specific Plan for the Campo Road Corridor Revitalization located near State Route 94 (SR-94). The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. The Local Development Review (LDR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities.

Safety is one of Caltrans' strategic goals. Caltrans strives to make the year 2050 the first year without a single death or serious injury on California's roads. We are striving for more equitable outcomes for the transportation network's diverse users. To achieve these ambitious goals, we will pursue meaningful collaboration with our partners. We encourage the implementation of new technologies, innovations, and best practices that will enhance the safety on the transportation network. These pursuits are both ambitious and urgent, and their accomplishment involves a focused departure from the status quo as we continue to institutionalize safety in all our work.

Caltrans is committed to prioritizing projects that are equitable and provide meaningful benefits to historically underserved communities, to ultimately improve transportation accessibility and quality of life for people in the communities we serve.

We look forward to working with the County of San Diego in areas where the County and Caltrans have joint jurisdiction to improve the transportation network and connections between various modes of travel, with the goal of improving the experience of those who use the transportation system.

Caltrans has the following comments:

Traffic Engineering and Analysis

- The Specific Plan's area does not intersect Caltrans right-of-way (R/W), however the Traffic Study includes Caltrans SR-94 Interchange (Kenwood Dr and Sweetwater Springs Blvd). Please show how Caltrans SR-94 interchange will be impacted by this plan.
- Please see attached redline comments in Traffic Study.

Environmental

- An encroachment permit may be required should future work be proposed on Caltrans R/W, specifically the west end of the project boundary where Kenwood Drive meets the SR-94 ramps. An encroachment permit will require environmental clearance, supporting studies and approval.
- To minimize traffic impacts on Caltrans R/W (SR-94 on and off ramps), Kenwood Dr. does not need a road diet and should remain 4 lanes.
- Should future projects based upon the changes enacted from the Specific Plan have elements and/or mitigation measures that affect Caltrans R/W, Caltrans would welcome the opportunity to be a Responsible Agency under the California Environmental Quality Act (CEQA).

Right-of-Way

- Per Business and Profession Code 8771, perpetuation of survey monuments by a licensed land surveyor is required, if they are being destroyed by any construction.
- Any work performed within Caltrans' R/W will require discretionary review and approval by Caltrans and an encroachment permit will be required for any work within the Caltrans' R/W prior to construction.

Additional information regarding encroachment permits may be obtained by contacting the Caltrans Permits Office at (619) 688-6158 or emailing D11.Permits@dot.ca.gov or by visiting the website at https://dot.ca.gov/programs/traffic-operations/ep. Early coordination with Caltrans is strongly advised for all encroachment permits.

If you have any questions or concerns, please contact Fahima Mashriqi, LDR Coordinator, at (916) 767-4516 or by e-mail sent to fahima.mashriqi@dot.ca.gov

Sincerely,

SAVANNAH SPEERSTRA
Acting Branch Chief
Local Development Review

Attachment: Traffic Study

2 - 230

Madrid, Michael

From: William Weitzel <weitzel.william@yahoo.com>
Sent: Saturday, October 9, 2021 1:55 PM
To: Madrid, Michael
Subject: [External] How this to effect me
Attachments: SD letter oct 9 2021.jpg

Follow Up Flag: Follow up
Flag Status: Completed

Dear Sir,

received letter attached.

How this to effect me at 3636 S Granada, 91977

Madrid, Michael

From: Long Range Planning, PDS
Sent: Monday, October 11, 2021 8:30 AM
To: Madrid, Michael
Subject: FW: [External] Campo Road Revitalization Plans

Follow Up Flag: Follow up
Flag Status: Completed

Hi Mike,

Please see email below regarding the Campo Road Corridor Revitalization Plan.

Thank you,

Bianca Lorenzana (she/her/hers)
Land Use/Environmental Planner
County of San Diego | Planning & Development Services
5510 Overland Avenue, Suite 310, San Diego, CA 92123
Phone: 619-510-2146 | Bianca.Lorenzana@sdcounty.ca.gov

From: Holly Willbanks <hollywillbanks@yahoo.com>
Sent: Friday, October 08, 2021 1:00 PM
To: Long Range Planning, PDS <PDS.LongRangePlanning@sdcounty.ca.gov>
Subject: [External] Campo Road Revitalization Plans

Hello Mike,
I absolutely love these plans and cannot wait to see the process begin. The roundabouts are so very needed and will add so many benefits to that area.
What phase are we in, when will any of these improvements start?

Thank you,

Holly Willbanks
Airbnb Host and Ambassador
IG: @hollyhosts
Ask me how to become a host!
www.airbnb.com/r/hollyelizabeth
619-252-9450

Madrid, Michael

From: Dianne Osterling <dianne@mosterling.com>
Sent: Wednesday, October 13, 2021 4:04 PM
To: Madrid, Michael
Subject: [External] Casa De Oro Revitalization Plan.Comments

Follow Up Flag: Follow up
Flag Status: Flagged

Michael Madrid,

I'm a neighbor of Casa de Oro and friend of Lisa Stewart who's long been involved in the Casa de Oro Alliance. She's encouraged Casa De Oro connections to take part in the planning process for Casa De Oro Revitalization. I just reviewed the plan. I think much of it sounds great. Here are a few topics I'd like to share comments on:

AFFORDABLE HOUSING
I hope emphasis is placed on residential development focused on inclusionary type housing – Very Low, Low, Low Moderate and Moderate for Leased Housing (Long Term Committed- 55 years), and hopefully for Moderate to Above Moderate Affordable homeownership opportunities. There is such a shortage of this type of housing, and this seems a great opportunity to provide that type of housing. No need for granite counters, wood floors, clean, safe, affordable is what's needed, not fancy. I recognize for a community to thrive not all housing can be Very Low, Low, which is why I hope there is consideration given to encouraging development of affordable homeowner properties for Moderate to Above Moderate Affordable Income levels as well. ***I hope development of all affordable housing restricts them from being used as short-term rental properties which don't resolve our housing shortage and increase the cost of housing. It would be great to require home buyers to live in their home for a lengthy period, prior to them being able to resell qualified "affordable homes". Investors who live short term and flip properties add to the rapid rise in cost of housing***. Hopefully, there can be some on-site private outside space, balcony, patio, small yards available for these residences.

SAFE BIKEABILITY / WALKABILITY
For the most part, the plans appear great. Love the committed bike lanes heading East & West. They provide an enhanced safety feature especially for youth transportation who could more safely ride bikes and walk to Spring Valley Academy, Santa Sophia (including Scout meetings), Monte Vista High School, AYSO, Little League, the Library, Young Actors Theatre, after school jobs, other after school activities. This new safety feature may open new opportunities for families whose transportation schedules make participating in extracurricular activities difficult.

However, on page 2-26, figure 2-31 shows a 5' bike lane North bound, but with no sidewalk and only a Sharrow on the South bound lane at the busiest intersection all the way to Conrad, the street Spring Valley Academy is located on. ***In the interest of enhanced safety, especially for youth bike riders, I encourage consideration of prioritizing a separate bike lane or sidewalk at least as shown in the rest of the plan. Starting this at the gateway would really introduce the celebration of Casa De Oro as a walkable/bikeable community and encourage safe connection with communities to the South. Perhaps consideration of an overhead sign such as Kensington has could replace ground use for vertical art and landscaping.*** Use of the ground space for safe non-motor access seems more in line with the mobility message and as a connection to Casa De Oro- a bikeable/walkable neighborhood.

RAISED/ROLLED MEDIANS
It seems the needs of fire and ambulance access must take priority. I do hope the bike lanes can be as protected as possible.

COMMUNITY PLAZA

On 2-49 the plan states, “A potential community plaza that is publicly accessible will need coordination with the property owner to create a central gathering space for both casual and more formal community events.” ***Ideally the revitalization plan seeks opportunity to provide some green space for gathering.*** The plan doesn’t show much walkable accessible green space in Casa De Oro. With added residential density the desire for access to such could lead to people driving for access to park like amenities – green space.

CONNECTIVITY WITH SPRING VALLEY ACADEMY & SHARING RESOURCES

Explore combining programs/resources with Spring Valley Academy. The Spring Valley Academy was accessible through a parking lot on Campo Road for years. Many AYSO and Little League families used that parking lot, that entrance, and sometimes ate in restaurants at the parking lot complex. ***Some ideas include: shared library (like Lemon Grove & Downtown San Diego), shared tennis courts/pickle ball courts- as Helix Tennis is replaced, community pool, auditorium, health center, community school volunteer programs?*** I grew up in a planned community where our school shared the same grass fields as the park; we street-safe walks/bike rides available from home to school to park, to stores, etc.. Casa De Oro has the topography to create that option and involve the middle school as an integral part of the community.

Such a plan is complex, but Casa De Oro really is a great location for plans such as these. This could bring new life to the community in a way that helps it grow, but hopefully keeps it affordable for so many who aren’t able to pay luxury apartment rents or home purchases of $500,000+.

Sincerely,

Dianne Osterling

Madrid, Michael

From: Bayley Bachiero <bayley@harwoodre.com>
Sent: Thursday, October 14, 2021 11:02 AM
To: Madrid, Michael
Subject: [External] Our Conversation About The Campo Road Corridor Revitalization Specific Plan

Follow Up Flag: Follow up
Flag Status: Flagged

Mike Madrid,

I am just confirming that my understanding of the information that you told me via phone conversation on Monday 10/11/21 is correct.

1. Road in front of the below addresses is not being widened.
2. 9545 and 9577 Campo Road are not being rezoned at this time.
3. At this point in time, the owners of 9545 and 9577 Campo Road do not have anything to worry about regarding (Campo Road Corridor Revitalization Specific Plan)

Sincerely,

Bayley Bachiero
The Harwood Group
6027 Paseo Delicias, Suite E
Rancho Santa Fe, CA 92067
Cell (760) 274-3757
DRE #02138243

Madrid, Michael

From: James Lewis <jccalif909@yahoo.com>
Sent: Thursday, October 14, 2021 6:19 AM
To: Madrid, Michael
Subject: Re: [External] Notice of Proposed.....whatever
Attachments: Spring_Valley_plan.txt

Hello Michael,

Will there be any more public meetings regarding this project? When will this be on the agenda at a County Board of Supervisors meeting? Please keep me informed.

Below are my comments regarding this proposal. I have also attached a document with the same comments, in case it's easier to add them to your project files that way.

First, Spring Valley, in its current state, is a suburban area that works extremely well. Yes, the downtown area (the Campo Road corridor being discussed in this plan) could use a little sprucing up, but it is very functional to the residents of the area.

For example: In a typical situation, someone is returning to their home in Spring Valley from the west on CA-94, whether on their daily commute, or from some other activity in San Diego or another suburb. It is easy to exit CA-94 on Kenwood drive on the way home and stop off for a myriad of reasons: to buy groceries, gas, pick up a prescription, grab a donut or a cup of coffee, or get restuarant food. It doesn't get more efficient than that, as one doesn't need to make a special trip out for one of those errands. And yet I am reading a planning proposal that would making doing this MORE DIFFICULT for no apparent reason. Closing traffic lanes to make bike lanes, adding a concrete median divider, and putting in roundabouts in place of stop lights will do nothing but cause congestion that will induce people to go elsewhere. This plan will not improve the commercial disrict of downtown Spring Valley, but bring about the death of it.

Let me discuss the issue of bike lanes:

All of the residential areas surrounding downtown Spring Valley are significantly uphill. There are very few bicyclists capable of pedaling up those hills. I don't anticipate ever seeing a lot of bicycle traffic in downtown Spring Valley.

Further, the roads leading from downtown Spring Valley are all two-lane blacktop, almost always with no shoulder. In the cases where there is some shoulder, invariably there are cars parked there, forcing bicycles into the traffic lanes to go around the parked cars. Blind curves and hills drivers can't see over are everywhere. Even cars travelling at the speed limit (which is certainly not all of them) will collide with a slow-moving bicyclist -- and let me redundantly point out that they will often be forced to be slow-moving because they are going uphill. Thus, anyone bicycling along these roads is seriously putting their life at risk. To take measures to induce people to bicycle in Spring Valley is tantamount to creating a public policy of perpetrating fatalities and serious injuries.

Also, please note the Workshop Poll Results from the Virtual Guiding Principles Workshop, October 15, 2020, shows "Bike Facilities" as the item that residents were LEAST interested, with only 4

respondents being in favor of it. It would seem that if you actually listen to the people of Spring Valley, you should scrap the bike lanes idea.

Regarding roundabouts: They take up a huge amount of space that is simply not available in the area without taking out parking or some of the retail space that we want to encourage. At the eastern end of Campo Road, there is an odd 5-way intersection, but traffic still seems to flow okay there, and to put in a roundabout would require removing several local businesses to get the land needed.

From what I've read, roundabouts don't work well in high-traffic areas unless you create a large multi-lane one. Americans don't take well to them, and don't really know how to proceed through them, so there will be accidents because of merging vehicles not yielding. And the pedestrians you want to encourage will want to cut through them and will end up being run over by frustrated drivers.

Regarding the proposed concrete medians along Campo Road: To add them by taking out a dedicated left-turn lane is folly. That dedicated lane is needed to keep left-turning vehicles from bottling up traffic behind them. It doesn't work to inhibit the ability of motorists to turn left to get to the shopping they are headed for. Again, congestion will increase, and people will become frustrated with going to downtown Spring Valley and will start to avoid it.

You can show all the pretty pictures you want of urban areas that look nicer by doing the things you propose, but Spring Valley is NOT those neighborhoods. It is distinctly different because it is a valley, in this case a small area of flat land amidst steep hills covered by low-density residential neighborhoods, with a freeway restricting access from one side. I strongly believe a survey will show that Spring Valley residents like their neighborhoods as they are, and also want their local shopping to continue to be as convenient as it currently is.

James Lewis
Barbara Lytle
Homeowner and residents:
10339 Madrid Way
Spring Valley, CA 91977

On Monday, October 11, 2021, 02:54:57 PM PDT, Madrid, Michael <michael.madrid@sdcounty.ca.gov> wrote:

Hello James,

Thank you for reaching out. I've put the link below to reach the project page, which has links to all of the documents that are currently our for public review:

Casa de Oro Revitalization Plan (sandiegocounty.gov)

If you'd like to speak further on the contents of the plan or if you have any questions regarding this project, please feel free to reach out directly either by email or phone.

Madrid, Michael

From: Brian Mangan <brian@brianmangan.com>
Sent: Wednesday, October 27, 2021 2:53 PM
To: Madrid, Michael
Subject: [External] Campo Rd. Corridor feedback

I love the design, ideas, and goals. Please consider with the final implementation:

the parking spaces should be able to be re-striped for both head-in and reverse-in w/out new or removing hard scape. Just in case the planned method backfires.

Madrid, Michael

From: Long Range Planning, PDS
Sent: Thursday, October 28, 2021 4:10 PM
To: Madrid, Michael
Subject: FW: [External] Casa de Oro Revitalization Plan

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Mike,

Please see below for some comments regarding Casa de Oro.

Thank you!

Best regards,

Camila Easland
Pronouns: she/her/hers
Land Use / Environmental Planner, Advance Planning
Planning & Development Services
5510 Overland Ave., Suite 310, San Diego, CA, 92123
camila.easland@sdcounty.ca.gov
(619) 323-7362

From: Krystle <owlatmoon@gmail.com>
Sent: Thursday, October 28, 2021 3:01 PM
To: Long Range Planning, PDS <PDS.LongRangePlanning@sdcounty.ca.gov>
Subject: [External] Casa de Oro Revitalization Plan

Hello,
I have comments towards the Casa de Oro plan.

I am very concerned for the trees that border the north side of Campo rd.
Running from Conrad drive to Cordoba Ave. These are special trees to the residents of this area. We find comfort in this area because of these trees. Preserving the trees is important to our community and our environment.

Also, the second comment I would like to make. Adding additional residential buildings will only add to the increasing traffic . There are enough apartment buildings in the area already. There are a lot of residential plots being built 1-2 miles down the road today , and we need these businesses to stay on Campo rd.

I am in this area every day, and I rarely see bicycle riders.

Madrid, Michael

From: Bill Hoffman <bill@billhoffman.com>
Sent: Friday, October 29, 2021 4:53 PM
To: Madrid, Michael
Subject: [External] Hoffman Example Specific Plan Implementation Action & Financial Plan
Attachments: Specific Plan ImplementationAction&FinancialPlan.pdf

Hello Michael,

Good talking with you earlier today.

Attached is a rough of the missing page I suggested be added to the Specific Plan -- in order to tie the elements together with events, costs, funding, and responsibilities.

Known dollars would be inserted, or blank cells for not known.

This is needed as an essential, living and breathing working document, in typical management format, and what all projects need in order to progress and succeed through completion.

Michael Baker can pretty it up.

Let me know if you have any questions.

--

Bill Hoffman
BS, MBA, LLB, CBA, GRI
CA DRE Lic # 01861208
CA CLB Lic # 933045
760-489-2602 (cell/txt)
www.BillHoffman.com

Madrid, Michael

From: burkettfamily burkettfamily <burkettfamily@cox.net>
Sent: Monday, November 8, 2021 12:34 PM
To: Madrid, Michael
Subject: [External] Campo Rd Downtown CDO

Michael

What are some of the plans for Casa de Oro. I see some earth movement where the OX Bow Inn use to set. It would be nice

to get a nice restaurant/dinning room. I have lived in the area since 1985. I also worked as a deputy sheriff for 32 years. Early

on in my career, CDO was my beat. I just want to see what is on the horizon.

Rusty Burkett (619) 916-6008

Madrid, Michael

From: Jernay Tremble <jernaytremble@yahoo.com>
Sent: Monday, November 8, 2021 7:48 PM
To: Madrid, Michael
Subject: [External] Casa de Oro Corridor Project

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Michael,

I attended the webinar tonight. I love many of the proposed ideas. It seems well thought out, and the plan includes much needed aesthetic improvements.

As I stated in the Q&A my concerns are with the single lanes, and the slowing/stopping of the current flow of traffic. I appreciated Dan's live response, however I use Campo Rd just about everyday and traffic gets heavy with 2 lanes now. Even with the "slow and steady" concept using the roundabouts it just doesn't seem realistic that the time to go through the corridor will be comparable.

Traffic is getting heavier every year. We have two large housing developments that just went in at the end of Sweetwater Springs and there will be even more traffic with additional residential units above the commercial buildings. I would like to see if we can reduce the local residents need to bypass Sweetwater Springs and use Campo Rd to access the 94. Currently, my husband and I and other neighbors have to use Campo Rd to get to the 94 West because the traffic on Sweetwater Springs Blvd gets so dangerous-especially during peak times. Would it be possible to add a street light to allow residents to cross over onto Sweetwater Springs safely so we don't have to use the Campo Rd corridor to get onto the 94? Specifically at the intersection of Sweetwater Springs Blvd (SSB) and Cristobal Drive? There have been many accidents and we had a local student death because of cars speeding and there is a blind spot due to the topography. Many drivers on SSB don't "see" cross traffic until it's too late. Residents have asked for a stop light in the past but we were told there wasn't a need for it, but the study of car flow was done decades ago.
Is this something that can be addressed as this Casa de Oro project moves forward?

Thanks,
Jernay Tremble
619-504-6272

s Blvd & Cristobal Dr

Sent from my iPhone

Madrid, Michael

From: Julie Westburg <juliewestburg@gmail.com>
Sent: Monday, November 8, 2021 2:53 PM
To: Madrid, Michael
Cc: Glenn Westburg
Subject: [External] Campo Road Cooridor Project

Follow Up Flag: Follow up
Flag Status: Completed

Hello Michael,

My husband Glenn and I recently became aware of this project and we are so hopeful and excited! The day before the letter arrived at our home, we were driving through the specified area and I remarked, "Wouldn't it be amazing if a wealthy investor had a heart for this street and did a complete overhaul?"

We moved into 10116 Toledo Road, 6 summers ago. We have invested multiple thousands of dollars to improve the curb appeal of our home (and the backyard as well). I work full-time in Point Loma/Sunset Cliffs and did my best to replicate some of the beautiful beachy flair that I see daily in that community. We have enjoyed the positive impact that it has had on our street and have heard many encouraging remarks as people walk by. We are trying to do our part to increase the value, reputation and safety of the neighborhood.

In regard to the Campo Road Corridor Project, it would be a dream come true to be able to walk up Campo Road for a quick grocery trip, coffee meeting, evening out for dinner, or to purchase a loaf of bread from Gibaldi's ***and feel safe while doing it***. Our first grandson was just born and though I have walked quickly with my husband to do a couple of these things, I would never do that alone; day or night (certainly), and I wouldn't walk my new grandson along the road, unfortunately. All the notated improvements look great; i.e. ridding of high-risk businesses, landscaping improvements and beautification, developing ease-of-use throughout the shopping complexes, etc. I personally have stopped frequenting certain spots due to consistent panhandling.

Thank you for your work on this project. If there is an informational email that is sent with updates on this project, I would love to be added to it.

Julie Westburg (& Glenn)
10116 Toledo Road
Spring Valley 91977

Madrid, Michael

From: Howard MacKay <hmackay711@hotmail.com>
Sent: Tuesday, November 9, 2021 10:44 AM
To: Madrid, Michael
Subject: [External] Campo Road Corridor Revitalization.

Follow Up Flag: Follow up
Flag Status: Flagged

Fantastic much needed project. We built our home on Cortez Way in 1974 and since then we have seen the area go down. this could bring it back too the great area it was. Could not attend the meeting but would like to request a certificate. Howard and Elizabeth MacKay 4046 Cortez Way Spring Valley 91977. hmackay711@hotmail.com. Thank you!

Madrid, Michael

From: Lora Brown <lbrown458@yahoo.com>
Sent: Wednesday, November 10, 2021 5:51 PM
To: Madrid, Michael
Subject: [External] Casa de Oro

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Madrid,
I have lived in Casa de Oro my entire life, this plan doesn't make sense. Roundabouts are not necessary and will only create congestion over a small area. There is nothing wrong with the traffic pattern as is.
This entire project is a waste of money given the demographics of the neighborhood.
It's nice that you want to upgrade it, but it's not practical. The money/funds can be better spent paving streets, upgrading schools and public services.

Sent from Mail for Windows

Madrid, Michael

From: Mike Morneau <mikemorn@yahoo.com>
Sent: Wednesday, November 10, 2021 9:20 AM
To: Madrid, Michael
Subject: [External] Casa De Oro Improvement

Follow Up Flag: Follow up
Flag Status: Flagged

Since touristing in Barcelona, Spain was enamored with the La Rambla area and envisioned establishing some of its characteristics within Casa De Oro: limited vehicular traffic to two bidirectional streets, a wide promenade area between the streets facilitating colorful outdoor eating areas served by adjacent restaurants across the streets, strolling musicians and other types of performers, and venders catering to tourists. The architecture of the buildings looks to be the Spanish version of the Victorian era, but Casa De Oro's would of course project its Mexican/Spanish heritage. Can be seen on YouTube if you aren't familiar with this wonderful area of Spain. What an attraction and gold mine for San Diego.

Sent from my iPhone

Madrid, Michael

From: Maria Mauck <mariamauck@yahoo.com>
Sent: Friday, November 12, 2021 2:15 PM
To: Madrid, Michael
Subject: [External] Campo road project

Follow Up Flag: Follow up
Flag Status: Completed

I think the Campo road Project is very interesting and a useful possibility.
I would like to be kept informed.
M.C.mauck

mariamauck@yahoo,com

Alan Arthur's Comments regarding the specific Plan.

I believe that the Plan falls short in several places.

1. EIR. There's never been an EIR report completed in this SR94 Corridor. The County and the State abandoned the people of this community after SR94 was opened. This should have been designated a Historical route and a Business Route. Such as portions of El Cajon Blvd are for Interstate 8. With the infrastructure that needs to be repaired, upgraded, and improved we are staring down the barrel of environmental Law suits at best. Developers are not going to be running to develop this area with out an EIR for the entire Corridor. As we all know EIRs are very expensive. A Negative Declaration may work. I believe it is imperative for a complete EIR for this area.
2. They suggest that a BID AND a Mello Roo's District be established. Most Mello Roo Districts that I know about are participated by hundreds of property owners if not Thousands. We have 140 properties in the corridor which are owned by about 120 owners Great for a BID. The areas between Campo Rd and SR94 Zoned Village Residential on the lower side of density. The Properties North of Campo Rd are also very underutilized. By Including these properties in the FD we would have a far greater opportunity to raise funds.
3. The Bike Route is supposed to encourage bicycling… I do not want to dodge cars between parking spaces and the Motorway. Another reason why Delores, Kenora, and San Juan need to be an instrumental part of this plan.
4. The Flood Control channel goes through the heart of this Area. As we have discussed it does not properly accommodate the amount of water that Flows through this area, when it does.
5. Parking on Campo Rd is a must but not as back in parking spaces. No Community that I know of encourages this type of parking successfully.

These Infrastructure issues must be addressed in order in to encourage current owners and new developers to participate in the revitalization of this Corridor.

A grant for redevelopment fee's makes sense it would help incentivize the purchase of this run down business Community.

Regards

Allan

Public Review Draft - Casa de Oro Revitalization Specific Plan (CDORSP)

Comments from Ed Batchelder (Member- Casa de Oro Alliance; Owner- 10258 Toledo Rd., Spring Valley, 91977)

Overall, this is a comprehensive document that provides a bold new vision for the Casa de Oro commercial corridor. The need for such detail attention and revitalization has been some time in coming and is certainly needed and welcome. Given the variety of players necessary for successful implementation, and the varying levels of understanding among them, the following comments contain revisions and suggestions about plan content, clarity, consistency of message and expectations.

Many of the plan's recommendations are consistent with the years of input provided by the Casa de Oro Alliance (CDOA) and other community sources, and those are applauded. As with any project of this scope and magnitude, there are some topics expected to be seen but were not included, and others where some important proposals are suspect given the relatively small area of the CDORSP, and the apparent reliance on the private sector to deliver many of the Plan's most important public features, along with tax-based financing mechanisms on private property.

While the prospect of an activated core with spaces and amenities for community use are exciting, a sense of concern remains that the cumulative "weight" of these exaction and financing burdens may prove to be too much for development proformas to shoulder. Under the County General Plan ADT limits utilized for the development Scenarios (Table 2-2), there appears to be a relatively small amount of net, incremental development that could be eligible for new CFDs and fees. In several Scenarios the ability to provide additional residential development is at the expense of reducing the amount of commercial development that exists today. Three Scenarios account for no additional square footage in restaurant type commercial, although that is a land use the community desires to see expanded and is reflected in many images in the Plan. In Scenarios where the restaurant category is expanded, only limited net new residential development can occur, and existing retail is contracted. If not already done, there should be an initial, rough assessment of how much public finance burden can reasonably be supported by the actual net new development allowed under each Scenario.

CHAPTER 1 -INTRODUCTION

1. Figure 1-1; The CDORSP Area should include the pending public library and recreation facilities site west of Kenwood Dr. (re the LMSVSD ownership). The Plan notes this as a future key site in providing needed services to the CDO community.

2. Figure 1-1; Why was the area south of Kenora Dr./Delores St. down to Hwy94 not included in the CDORSP? Even though the County may not be able to apply changes in zoning yield (due to the County GP ADT limit), inclusion in the CDORSP would have allowed the application of the new design principles and guidelines to infill and redevelopment activity on the properties which are visually and physically part of CDO's core area. A zoning district could have been established consistent with current County zoning development yield allowances.

3. (continuing) At minimum, why not the properties fronting the south side of both of Kenora and Delores? As major players in the new plan vision, consistent improvement and design treatment along both sides of these roadways is important. As mentioned further in later

comments, treatment of Kenora Dr. west of Bonita St. is not even addressed in the Plan although several proposed streets are connected to it, nor is the reworking of San Juan St. Both of these streets should be fully encompassed by the plan.

4. Consider adding to the eastern Gateway District the two properties just south of the 7-11 store in order to create a more meaningful gateway area. Similarly consider additional commercial properties to the east across Campo Rd.

5. Section 1.5 Chapter 2 discussion; notes that public realm improvements will occur over time as funding becomes available, hence the later discussion on Phasing of the Campo Rd. improvements. That Transition Plan should include a breakdown of funding by each Phase. Table 4-3 lists the overall costs (exceeding $12 million), but nowhere are the incremental costs by Phase identified. These are necessary to guide early efforts to seek incremental funding from various sources.

6. Section 1.5, Chapter 3 discussion; please list out the component Plan parts so is easier for the reader to see.

7. Section 1.6; community questions have arisen over how the project review and compliance process will be changed or enhanced under the new Plan, particularly with regard to Design Review. Perhaps this section could explain more about how review and permitting procedures would generally work, and make reference to later Section 3.1.3 and others where particular permit processes are addressed. By-and-large it appears that County review processes remain unchanged, is that correct?

8. Section 1.7, first bullet; please bold additional text through the words "…in the area.." to be consistent with other bulleted items.

9. Section 1.8; while bike travel may have been mentioned as a mode of travel, it's been said since the beginning that the community has not seen and did not see substantial use of bike travel within the Campo Rd. corridor. Much of this is attributable to the surrounding hilly terrain. Unfortunately, a significant amount of the footprint of the new proposed Campo Rd. is consumed by dedicated bike infrastructure.

   Also not certain that "boutique" shops was one of the noted commercial focuses. Later Plan text speaks about expansion of personal service type commercial and personal experience retail.

10. Figure 1-4;
    a. Please label Kenora west of Bonita St.
    b. Seems the gold tone should be over the entirety of the SP Area since the noted outcomes take place in all areas within the SP.
    c. More community facilities than those shown are needed. What about the future library and recreation site west of Kenwood Dr. Appears the Young Actors Theatre site is shown in green, but nothing else?

d. While Estrella Park is outside the SP Area, shouldn't it be shown and discussed as a "community facility"? The Plan later notes the need for access to be established from the Campo Rd. corridor to Estrella Park via the Santa Sophia property. Estrella Park is an underdeveloped and underutilized resource, and the only park space serving our community.
e. Please consider adding some other type of Community Facility in the Plan that is not on private land and therefore not assured.
f. Is the extension of Delores St. west of Bonita St. really feasible or practical? The shown alignment would go straight through several of CDO's largest and most successful retailers existing buildings (Albertsons, Dollar Tree, Big 5 and the Grocery Outlet). Why all of that disruption and expense over simply addressing and improving existing Kenora Dr. west of west of Bonita St? It was surprising not to see Kenora's improvement addressed AT ALL by the SP. That is one of the worst frontages in CDO today between our commercial area and our largest cluster of multi-family housing.
Improving north-south connections to both Kenora and San Juan makes sense to better connect these parcels internally (mid-block), and to these two, bordering east-west streets that are underutilized today.
Consuming some of the largest most viable commercial land parcels for a redundant east-west roadway does not make sense and places additional technical and financial pressures on the already limited amount of redevelopable land within the SP Area.

Perhaps only one of the three proposed north-south new streets is needed, and the others could function more as paseos in some coordination with a better-connected internal drive system between parcels?

CHAPTER 2 – DEVELOPMENT AND MOBILITY PLAN

11. Section 2.2, pg. 2-2 Changing Retail Trends;
    a. Not sure that CDO's commercial complement is that influenced by global or national trends reducing the need for commercial establishments and storefronts via on-line retail competition. This is a community serving commercial corridor where residents desire an expansion of decent restaurants, entertainment and personal services, along with some regular community functions and events held in the corridor.
    b. Not sure "experience retail" is valid either. This section seems as if written more to justify the land use scenarios' need to reduce retail square footage in favor of creating the capacity to build residential, due to the County's decision to live within the current General Plan's ADT limits.
    c. Would suggest watching the assumptions about an overall reduction of commercial square footage in CDO, vs. simply repurposing to other types of desired commercial use that lean toward the stated shift to personal services and in-person visitation type uses.
    d. If reductions occur, how would a net replacement increment be handled in terms of the ability to charge fees or assessments to fund infrastructure generated by the replacement residential uses? What about when one type of commercial is reduced for another? The Plan needs to identify how much actual net new development in CDO will be legally eligible for development exaction, or the payment of development impact and other fees.

Please revise the section to better describe the commercial changes needed and desired for the Campo Rd. corridor, and how this can affect net development capacity and land use make up. As it stands, new residential is stated as an important catalyst and economic engine to make commercial viable, yet commercial must be reduced to generate desired residential given the General Plan ADT limit behind the land use Scenarios.

12. Section 2.2, Main Street Experience; Couldn't agree more with the statement that the transformation of Campo Rd. to a "main st." is critical to attracting the private investment needed to ever see this Plan implemented. Agree also that changing the look and function of the corridor is needed to encourage pedestrian traffic and vibrancy, and make building sites more desirable by creating an attractive public realm and frontage for private investment to add to.

    There is however a disconnect between this key implementation fact and the tenor and prioritized proposals in Chapter 4 – Implementation. There the emphasis is on the establishment of tax-based financing mechanisms on private property, including a BID that is envisioned to take up the cause of property owner coordination toward funding improvements. Most of the reference to Campo Road's improvement notes the roles of development exaction, development incentives, a BID, CFD's, and a local non-profit's participation in seeking grant funding. Given the above noted issues with net development capacity swapping, it seems unrealistic to assume that private development can fund its own needs, plus the new internal roadways, plus the community facilities, as well as Campo Rd improvements.

    Today's planned and allowed dysfunctional land subdivision patterns, development configurations, and driveway accesses along Campo Rd. are directly attributable to a lack of County attentions and investment over many decades. It's due time that the County step forward to help correct the problems it effectively created. Chapter 4 should be refocused to better align with the notions in Section 2.2 that the County should lead the effort with a major public project investment, and at minimum the first Phases of the crucial Campo Rd. reconfiguration. Meaningful new private development investment will not be enticed to happen in CDO if it is saddled with excessive public infrastructure costs.

13. Section 2.2, pg. 2-1; please confirm if there was more than just a windshield survey to determine vacant and underutilized commercial in CDO. What other Commercial Lands Analyses were done? This is important information regarding future demands and funding, and to the commercial reduction scenarios presented to support residential development. Depending upon when conducted, is it possible the windshield surveys could have been influenced by pandemic abnormalities?

14. Section 2.3.1, How?; remove the word "will" in first paragraph.

15. Figure 2.3; consider expanding the western Gateway area to include parcels to the west including the new library and recreation site west of Kenwood Dr. As it stands, the western Gateway does not include enough land to be effective.

16. Figure 2.4; Alley access continues to divide block depth for the entire area both north and south of Campo Rd., thereby reducing a key redevelopment opportunity to reconfigure the block between Campo Rd and San Juan St., and Campo and Delores. There was much discussion and input about the constraints to any successful and meaningful redevelopment in this area created by the current shallow parcel depths. Unfortunately, no illustration depicts the idea of redeveloping the entire block depth in any of this area. Please add a scenario illustration to one or more of the blocks on both the north and south sides that shows full block redevelopment configurations. The use of development incentives and bonuses to encourage full block redevelopment was also heavily discussed. Where does the Plan address this, and are the proposed FAR and additional story bonuses applicable in this area for that purpose?

17. Parcels on the south side of Campo Rd. in this area are also impacted by the presence of the open County-owned drainage channel parcel that runs the entire length, and divides the block to Delores St. It has been asked many times for the County to address this impediment to redevelopment, however, the Plan makes no mention of it. The County drainage channel issue must be discussed somewhere in the Plan, along with proposals in Chapter 3 to address overcoming this real impediment, and in Chapter 4 as to how the County plans to implement a remedy for this troubling piece of infrastructure.

18. Figure 2-5; Question the viability of the proposed amount of new street grid being proposed. Block patterns in areas to the east have created the existence of small, constrained parcels as noted above. Carrying this block division across some of our larger and best parcel redevelopment opportunities seems counter-intuitive. Our largest intact land parcels get cut into smaller pieces with lots of net developable commercial land converted to costly streets? Developers have less land to develop while development costs increase to build this internal street grid? Sounds like a recipe for financial infeasibility.

    Extending Delores St. through these large parcels and existing major buildings makes no sense when the improvement of existing east-west Kenora is not even mentioned or addressed in the Plan. Huge oversight. Why lose valuable developable commercial land to an un-needed street that increases private development costs?

    Same can be said for the suggested 3 new north-south internal streets. Are all 3 really needed for north-south connecting vehicular traffic between Kenora and Campo? Factually, all those 3 new streets dump into Kenora Dr. that the Plan does not even address. How can the Plan bring those vehicular and ped patterns to Kenora without any consideration or provision for redesign over the current substandard conditions on Kenora? Please consider one or more are simply enhanced internal circulation drives along with some additional Paseo treatments.

    Please label all the Street names including Bonita and Kenora.

19. Figure 2-6; If possible, please further label where and what projects the images in San Diego and San Marcos came from.

20. Figure 2-8; The west end Gateway area needs to be expanded and re-evaluated. The exiting parcels included at the SEC of Campo and Kenwood are significantly constrained, and the depicted future building configurations and scales are unrealistic given major County drainage infrastructure, along with lots of SDG&E infrastructure. Absent these there's not much effect of a Gateway. The parcel at the NWC of Campo and Conrad simply depicts a reverse relocation for the existing building which will not occur.

    Strongly suggest that the County include Gateway proposals that would acquire the existing State Farm building/property, and demolish that building in favor of a public plaza space and enhanced landscaping. That would make a befitting Gateway statement.

21. Section 2.3.2; Consider moving up a copy of Table 2-2, or at minimum noting that Table 2-2 is on pg, 2-53. It's hard to read about plan numbers in the text but not be able to easily refer to the supporting data which comes 44 pages later. Please note in the text that there are 66 existing units in the Plan Area.

    Under the "How" Section, please expand this discussion to make note that under several Scenarios, the ability to add these housing choices comes at the expense of commercial land use reduction. This is an important relationship for readers to understand.

    Section should also note the basis for the ability of the plan to increase from approximately 600 to 1,450 units is via a reduction in retail commercial (re either 15% or 23%).

    Somewhere in this and/or adjoining Sections it should at least be mentioned that the Plan's land use proposals are "ADT" based following from the land use vision/assumptions in an 11-year-old County General Plan whose overall land use vision for CDO changed little. In fact, review of the final reports associated with County consideration of the General Plan Update, largely overlooked Casa de Oro and state that the status-quo is essentially fine. That couldn't have been further from reality. Essentially the land use allowances in the Plan are "capped" by the old GP assumptions, regardless of validity or appropriateness. What is the reason the County could not, or did not consider land use Scenarios that varied from the prior General Plan land use/ADT assumptions?

    It comes across as a bit ironic that a Draft Specific Plan based on creating a liveable, walkable and bikable place, has its land use Scenarios driven by average daily auto trip caps from a General Plan that certainly did not take any form of deeper vision dive on Casa de Oro.

22. Section 2.3.4;
    a. Why? Paragraph; Please remove the last sentence regarding infill. While generally true, this is not the case for the CDORSP.
    b. Under How?, Please show or describe an example of how the incremental infill could occur on a sample parcel or two in CDO. This is a more likely scenario in the nearer term for owners. The current discussion focuses mostly on the reuse of parking areas,

however, under the Scenarios existing, underutilized commercial parking capacity is essentially "transferred" to cover new residential demands. There's more to it than just simply reducing the minimum parking standards so that land can be repurposed.

23. Section 2.3.5, Why?; The statement that the listed "auto-centric" uses will be replaced over time will generate much controversy. While one could understand looking to phase out open uses of land like used car sales lots, many of the other uses listed (gas stations, auto parts, car wash, and drive-thrus) have successfully been in the corridor for many years and provide convenience to the community. The subject of Complimentary Tenant Mix involves much more than just auto type uses. Please replace this with a more comprehensive and balanced discussion. The Use Regulations in Table 3-2 appear to permit most uses outright.
Perhaps this is the Section where the important issue on overconcentration of adult-related uses can be discussed and addressed, as this topic is currently missing from the Plan.

24. Figure 2-16; shows mostly restaurant type uses for active street fronts, however, some of the Scenarios do not allow for any expansion of restaurant use. Check consistency with Table 2-2.

25. Section 2.3.6;

    a. Why?, 2nd paragraph; A series of smaller community space types is noted, however these are not illustrated in any way on Figure 2-17. Please add some type of symbols for illustrative purposes.
    b. How? Section; definitely support the proposals for incentives for private development to deliver community space and amenities. While it's necessary to offer such, it's also risky that private development incentives are the only mechanism to provide key/critical public space. If these costs are too high, private owners/developers do not have to take advantage of any incentives and may move forward without providing the key amenities. Pretty risky. Is there a back up plan?

26. Figure 2-17: Estrella Park and the new Library/recreation site be shown and labeled as envisioned Community Facilities. Please add these.
Also, please confirm if any portion of the main community space shown north of Campo Rd., west of Bonita St. is implicated or affected by the El Pollo Loco restaurant placement/design recently approved by the County and currently under construction.

27. Figure 2-18; These would be really great spaces and are critical to having some form of community space within the commercial core. The downside is that each is largely at the mercy of private development economic interests and feasibility. Hopefully the size and costs of creating this space won't be too great for the Plan's overall net new development capacity (see table 2-2) to shoulder. Has this been initially analyzed?

    The related proposed development incentive program may also have an issue since it would appear that any additional FAR (re development square footage) granted to any property/development would still have to be within the County General Plan ADT limit, correct?

If so, is it correct that any additional amount of development allowed to one developer as incentive effectively creates a corresponding reduction on other remaining developable land? If accurate, this can create some real equity issues and concerns and should be addressed in the Plan.

28. Section 2.3.7;
    a. When were the parking utilization surveys done? Could they have been influenced by the pandemic?
    b. Please add more discussion about the particular reductions in minimum parking standards that were applied to the "various uses", and refence where the reader can find these.
    c. The "park once" approach to the reduction of parking standards is very dependent upon the implementation of coordinated internal vehicular access between large commercial properties, a change in driveway configurations, and the delivery of on-street parking. Is the timing for the use of the reduced parking standards tied in any way to the delivery of necessary circulation and parking fixes? If not, they should be. Perhaps the early implementation focus should be on attempting to establish shared parking agreements with two major land owners, and connecting the two large existing retail parcels as shown on Figure 2-21.

29. Figure 2-21; this is one of the best short-term pursuits for Plan Implementation. The value gained from the "loss" of what looks like about 5 parking spaces would be tremendous. The County should actively work with both owners to establish reciprocal access easements, demolish the zoning wall, and allow/fund construction of the connecting ramps. This would serve as an early test of necessary implementation baby steps to addressing the significant circulation changes envisioned. Compared to closing/consolidating driveways and moving parking, this is a low-hanging fruit demonstration project.

30. Section 2.3.8; Proposed temporary uses and activities are all good and desired by the community. Does the Plan provide processes to simplify and ease permitting for these, or is it the same processes as exist today? Text references appear to indicate the latter, however, given the importance of these uses to activating the core, the Plan should specifically ease allowances and permitting for these. The regular use of food trucks can often create competition friction for local restaurants; keep this in mind.

31. Section 2.3.9; Road diets are not always the reduction of lanes. Some are narrowing lanes, limiting center lane left turns, reducing medians, etc. While the reduction of lanes on Campo Rd. is the Plan's most significant feature, it is also its most controversial. Most is said to be done for bike accommodation, including the use of back-in diagonal parking which is also very controversial and often unliked. Details on Campo Rd. reconfiguration will need some adjustments to respond to community reaction.
    Please remove the duplicate text in the middle text column under the How? subsection.

32. Figure 2-25;

a. Would recommend deleting the buffered bike lane in favor of a sharrow, and changing the diagonal parking to typical head-in. The amount of community friction arising from the proposed reconfiguration is not worth dragging down interest or support for the overall Plan.
b. The Kenwood entry Gateway Features are too small and under-whelming. Needs rethinking.
c. Creating the grid of 3 new north-south streets is unlikely and probably unnecessary from a pure vehicular circulation standpoint. These would also consume limited available development square footage and may well be too costly for net new development to support. Can any of these be reduced to on-site internal circulation driveway requirements and/or delivered as paseos and still meet the Plan's intents?
d. This observation is emphasized by the fact that these new roads dump into existing Kenora Dr. which is not even labeled on the drawing or recognized/discussed in the Plan. Corresponding improvements to Kenora Dr. need to be shown and discussed in the Plan. The same is true for San Juan St. on the north side.
e. Considering the needed improvements to Kenora, also question the need for the new east-west street (a complicated extension of Delores St.) which is essentially redundant, and costly. This should be reevaluated, and the Plan revised accordingly.
f. As a Mobility Plan, shouldn't some indications for pedestrian connecting routes also be added? To the south across Kenora is the largest multi-family housing concentration in CDO yet appears to be unaddressed by the Plan.

33. Figure 2-26;
    a. Similar to above, change buffered bike lanes to sharrow and go with head-in diagonal parking. Many have commented and asked about why bike routes could not be placed along San Juan and Delores/Kenora to parallel the Campo Rd. corridor?
    b. Would the use of roundabouts work if Campo Rd. remained 2-lanes in each direction?

34. Pg. 2-22 and Figure 2-27;
    a. Inclusion of a central planted median is of little effect given its small size and planting limitations, plus adds significant costs to the Campo Rd. reconfiguration. Suggest going with a non-planted median to avoid increased construction and maintenance costs. Landscaping along the street edges and storefronts will have much more affect and usefulness. The non-planted median also offers more options to address emergency vehicle access.
    b. Believe something is wrong with proportions/scale on the drawing. The area shown in green as 9ft. buffered bike lane is proportionally much smaller than the 11ft. travel lane. Also, on the south side the parking and bike lane appear to be accommodated while retaining 2 through travel lanes on Campo Rd (re the underlying aerial)?
    c. Can a sharrow and 2, 10 ft. travel lanes in each direction be accommodated, along with head-in diagonal parking?
    d. As proposed, the travel ways for cars consume 22ft. while the accommodation for bikes consumes 18ft. Those numbers are way too close considering that few bikes use the

corridor as evidenced by surveys and constraints presented by surrounding hilly terrain. This is not to say bikes should not be accommodated but rather that their emphasis and land consumption is excessive given the importance of other Plan provisions.

35. Figure 2-28; per above consider changes to planted median, sharrow vs. buffered bike lane, and head-in parking.

36. Figure 2-29; for reasons noted above, prefer the rolled curb treatment given reduced costs and circulation flexibility.

37. Figure 2-31; please consider the above roadway change proposals in light of the fact that a sharrow is proposed to be used in this segment of Campo between Conrad and Kenwood which contains the highest traffic volumes in CDO.

38. Section 2.3.10; the roundabout at the eastern end of the corridor is a wonderful idea and would work well given the incoming street configurations. Would still suggest the bike sharrow and head-in diagonal parking.

39. Section 2.3.11; Driveway consolidation will prove to be one of the most challenging aspects of the Plan due to the many factors that must come together at relatively the same time in order to close driveways in concert with the delivery of the other circulation and parking configurations. What is the County's plan for coordinating the necessary legal changes for access easements and reciprocal agreements between many small property owners? Seems the only practical way to do this is for entire blocks to be coordinated at one time, and to be followed by the reconfiguration of Campo Rd. for that block. The Implementation Chapter should have a robust program for overcoming these complexities, given how crucial resolution of this issue is to realization of the Campo Rd. reconfiguration.

40. Figure 2-38; Please modify the After graphic to show that the movement of the gold car now occurs internally as opposed to entering Campo Rd. to access the current adjoining driveway.

41. Section 2.2.12 and Figure 2-40; Does the ability to provide ADA gradients on drives require the loss of a travel lane on Campo Rd. regardless of the use of roundabouts?

42. Section 2.3.13; Again, the Kenwood Gateway treatments are underwhelming. What about an entry monument or arching gateway sign over the road? Another option is to promote County acquisition of the derelict State Farm property at the SEC of Kenwood and Campo, and convert that area into a pubic plaza/entry statement. Successful redevelopment of that area is highly unlikely given the constraints presented by the County's stormwater channel and other area infrastructure.
43. Section 2.3.14, How?; the bulleted items essentially describe "what" art and expression features are envisioned, rather than "how" they are to be achieved. Please revise to identify how this art is envisioned to be incorporated (development exaction, county art program, district art fee system, etc.). Also address the processes to be used or reference where this is addressed elsewhere in the Plan.

44. Section 2.3.15; Why not the use of a sharrow, or use of Delores, Kenora and San Juan as parallel primary bike routes? As proposed, the bike facilities consume a large amount of available travelway on Campo Rd., generate the undesired back-in parking configuration, and affect the configuration of the roundabouts. The text even acknowledges that the interface between parking cars and bikes will require the bicyclist to temporarily move into the travel lane. This condition is the same with the sharrow. The notion of the importance of the mode shift from cars to bikes is overstated. As evidenced by the poll at the most recent virtual workshop, 97% of users of the Campo Rd. corridor use a car to access.

45. Figure 2-47; prefer the use of a sharrow through the roundabout. Protected bikeway across the bulbout consumes too much land and creates possible ped conflicts.

46. Figure 2-48; prefer this option.

47. Section 2.3.16; Believe attempting to establish a traditional street grid west of Bonita St. is a futile, costly and likely unneeded effort. Can any of this connectivity be accomplished by requirements for internal site circulation redesign and enhanced ped connections? There are two areas that exist today where these connections can be accomplished. Why was improvement of Kenora Dr. west of Bonita not proposed over proposing this expensive new extension of Delores St. which would be parallel and redundant, and in fact disrupts all the major commercial users' buildings? Why not require development to recognize and address creating activated new 'frontages" along both Kenora and San Juan? This needs to be revisited. Requiring all these new private streets on the backs of private development will directly stymie revitalization efforts via excessive expense. As noted, each is also to have sidewalks and street trees, etc.
    Add to this the stated expectation that private development will also provide the key community gathering space, fund Campo Rd. improvements, plus participate in CFDs and the BID, and it all sounds like a bit too much.
    The County really needs to consider bringing ample public funding resources to some or most of these new infrastructure proposals if it expects the revitalization to take place.

48. Figure 2-51; please label the streets and Santa Sophia so readers understand where this is at. Again, is any of this affected by the El Pollo Loco project recently approved and under construction?

49. Section 2.3.17; please add that edge friction can also be accomplished via building frontages and edges. It is stated that a street tree program will be difficult given the number of driveways; what about with the proposed driveway consolidations?

50. Figure 2-54; please label the north-south street so reader knows where this is at.

51. Section 2.3.19;

a. Is it true that on-street parking's primary purpose is to achieve reduced minimum parking rates? Thought that the primary purposes were to support traffic calming, reduce vehicular movements via existing driveways, remove cars from the front of buildings, etc. This section should be rewritten to state all these essential components, and to note that on-street will provide another way to meet parking demands.
b. Text notes 287 existing "front" parking spaces along Campo Rd. Table 2-1 shows 195 being replaced via on-street spaces. What happens with the other 92 spaces? This should be addressed since I'm sure existing business owners will be curious. In the text it sounds as if they are simply eliminated by the "park once" assumption. Is this a grounded assumption?
c. Figure 2-56 shows what appears as an interim/near-term solution for areas east of Bonita St. This depiction does not appear to be consistent with the Phased implementation of the Campo Rd. reconfiguration as presented in Chapter 4. Please clarify/reconcile.

52. Section 2.3.20;
    a. Much of the section is limited to the "greening" of Campo Rd. What about electric, gas, sewer, water, stormwater, fire flow, etc? 60 year-old infrastructure is certainly in need of improvement or upgrade. Please also reformat the Section to more clearly address each aspect of Infrastructure and use subheadings to help the reader.
    b. One conspicuous omission in the Section is the open County drainage channel dividing the blocks south of Campo Rd. Isn't that to be piped in the future? As it stands it's an impediment to redevelopment.
    c. Support the proposal to implement an Alternative Compliance program for stormwater treatment using the County channel area near Kenwood. Given this, issues with current assumptions for redevelopment of the Kenwood corner (noted earlier) make even less sense. Acquire the State Farm property/building, configure a stormwater treatment area, and integrate that with a public plaza area to make an honest entry statement and Gateway at Kenwood.

53. Section 2.4, pg. 2-48; Agree that changing the character of Campo Rd. is necessary to attract and support new development. While this implies the importance of leading with the Campo Rd. reconfiguration, this is not supported in Chapter 4. Chapter 4's emphasis is on the private sector and non-profits to bring about the gradual change of the street over time. This is not consistent. The County should be leading the revitalization with a major public investment in reconfiguring Campo Rd. That type of County investment in our area is long overdue.
    Again, the proposal to add in a traditional street grid west of Bonita St. is suspect for the reasons previously noted. This approach should be revised.

54. Figure 2-59; believe item 17 should be located on properties north of Campo Rd. given the description. Please check.

55. Pg. 2-50; Item 15 appears to have extra text. Please check and delete. Item 20 still appears to treat Kenora and San Juan as back streets that simply provide access to parking areas. This is short-sighted and should be revised. The Plan should address Kenora and San Juan as new "frontage" opportunities so that the commercial area addresses the flanking properties/neighborhoods. Both of these streets' environments are not in good shape today because they are treated as backwater areas.

56. Figure 2-60; Are the massing volumes here consistent with the allowable development volumes presented in Table2-2? Does this reflect a particular Scenario? Believe many will be scared by this image so want to make sure that it is not an exaggeration of what Table 2-2 would allow under any Scenario.

57. Section 2.4.2;

    a. Stating that using the County General Plan ADT limits is necessary to ensure development doesn't cause traffic delays is a misnomer. Traffic delay implications would be much less if the Plan did not propose cutting the vehicle capacity of Campo Rd. in half, correct? Please clarify if the land use capacities included in the former GP analysis were the maximum amounts that the roadway system could handle? This is in doubt as the basis for determining exactions for traffic impacts under CEQA is no longer focused on ADT and LOS, but rather on Vehicle Miles Traveled (VMT).
       It is surmised that one of the fundamental reasons for using the prior County GP ADT limits is that the County was unable to complete any timely new environmental evaluations regarding additional trips due to outstanding litigation on the General Plan EIR regarding the County's Climate Action Plan and GHG emission mitigation. These ADT limits are also the way the County is able to use a CEQA Addendum to the GP EIR as environmental clearance for the CDORSP. This subject should be fully addressed so the community can understand why it must reduce commercial to support new housing, and/or for the expansion of desired restaurant commercial to come at the expense of reductions of 15% - 23% to existing retail commercial.
       Can imagine that the local business community may be concerned about who will be going out of business.
    b. What Scenario are the Plan's proposed regulations implementing?
    c. What drives the choices between a 15% vs. 23% reduction in commercial?
    d. Table 2-2; Scenarios 1 -3 have no increases in Restaurant/Bar square footage over existing although this is strongly desired by the community. Why?
    e. In Scenarios 4 & 5 desired restaurant expansion is accommodated, but it clearly comes at the expense of fewer new residential units and the reduction of existing retail square footage. Why?

Chapter 3 – DEVELOPMENT STANDARDS and DESIGN GUIDELINES

58. Section 3.1.1;
    a. Believe reference should be to Figure 3-4 (rather than 3-3).

b. Under Item B.; For clarity, please summarize what the Nonconformity Regulations of the Zoning Ordinance are and note the applicable ZO sections. This provision is important to existing business owners and is likely being misinterpreted as an eviction strategy. A clearer understanding via the Plan text would go a long way.

59. Section 3.1.3;
    a. The opening sentence states that Site Plan approval is required for all exterior building and site modifications. Does this also apply to minor tenant improvements to the exterior of a building? If so, this would be concerning due to the cost and complexity of Site Plan review. Please clarify.
    b. Most uses are allowed/permitted outright without any discretionary review or approval. Why is this? What happened to the long-standing issue about having CUP provisions for rick-related type businesses which CDO currently has an overconcentration of? This appears to be entirely ignored by the Plan. Please confirm and explain. The only uses subject to Major or Minor Use Permits are civic or parking.
    c. Explanations of approval processes need to be better tied to Figure 3-3. Please confirm that conforming projects will still be subject to Design Review and who will be performing that function.
    d. As stated, why does preparation and adoption of this Specific Plan preclude the referral of the application to the VDOCPG?
    e. Subsection B; please expand the discussion to better indicate how and when the Site Plan exemption process would apply. This is important as per Table 2-2 only those projects processing Site Plans are subject to any discretionary review.
    f. Subsection C. should clarify what types of uses are subject to Use Permits. As noted above, no typical land uses require Use Permits. All are permitted by right. This is selling our community short on our very real issue of adult-type use concentration, particularly alcohol retail sales. Every other jurisdiction in the County has CUP provisions in their codes to better manage these and other types of uses that can create issues.

60. Section 3.1.5;
    a. Is the improvement of Campo Rd. envisioned to be delivered incrementally through frontage improvements by individual private developments? This should be clarified as it reads as inconsistent with earlier statements in the Plan that the improvement of Campo Rd. is seen as a key catalyst to create attraction and interest among the private sector to undertake business revitalization activities and investments. I believe that this idea of forward investment by the public sector (County) in Campo Rd. is correct and realistic. Given the other site investments expected to be delivered by the private sector (community gather spaces, plazas, art, new street grid, etc.), expecting them to incrementally deliver Campo Rd. is unrealistic. Plus, the coordination needed to close driveways, relocate parking, etc., cannot be accomplished on an individual site development basis.
    b. Subsection C; regarding the envisioned bonus program to incentivize private development to deliver public improvements, is it correct that any bonus FAR (more

development square footage) must still fall within the County GP ADT limits? If so, does that not mean that other future developments will have less square feet to work with? This can create equity issues and need to be addressed here.

c. Table 3-1; why does any paseo have to be at least 150 ft from another parallel right-of-way? Seems like an artificial constraint.

d. Table 3-1; remove the Expedited Campo Rd. item from the table. What is being asked relative to funding or design of the Campo Rd. reconstruction plans is and should be a County responsibility, and is eligible to be funded under SANDAG's SGIP if the Specific Plan is adopted. Further, expecting any development project to fund an entire block of the Campo Rd. redo in addition to installing those improvements along their own project frontage is quite unrealistic. The additional FAR to be allowed on any site is nowhere near the value needed to offset the substantial costs of Campo Rd. reconstruction.

61. Figure 3-3; offering some sample project processing examples in the text would help owners to better understand how the process will work for the types of smaller improvement efforts they may undertake like façade improvements, signs, etc.

62. Section 3.2;
    a. Please clarify the statement that the Plan changes the zoning on all parcels to S88? What is the S88 zone? Thought the Plan was creating the Main St. and Gateway "zones", and why is it not presented in the Plan?
    b. The third paragraph states the new standards will be used to form a checklist for Site Plan process exemption. Perhaps this could be rewritten as the thought was using the checklist for the Design Review function. If the Site Plan process is exempted, there is no Design Review function, correct?
    c. Table 3-2 appears to simply permit all typical land uses by right. Where are the CUP provisions for risk-related business types as consistently requested by the community? Mush information on the subject was provided to the County very early on and we are at a loss for why this is not addressed at all. Assume liquor stores fall under "food and beverage retail sales", tatoo and smoke shops under "convenience sales and personal services", and bars under "eating and drinking establishments". Is there a table somewhere that lists typical individual land uses and how they fit under the broad categories used in the Table? If not, there should be.
63. Section 3.4;
    a. Table 3-3; please clarify if the FAR Maximums shown include the Bonus Program FAR, or if the Bonus is in addition to these maximums.
    b. Regarding E. Building Height; please check for consistency between items 1 and 2. 1 includes allowable heights measured to the average height of the highest gable…, and 2. States that gables are exempted up to 20 ft. above the maximum height. This could create some confusion.
    c. Item F.2; please clarify that that the required ground floor windows cannot contain reflective coatings or other obscuring.

d. Item J.2; why does the on-street space count for 1.5 space in meeting required parking? (essentially a 50% discount just for where the space is located). Doesn't the text say that the required parking rates within the Plan Area have already been reduced?
e. Item J.3; similarly, smaller lots also get a 50% discount. Why?
f. Item J.4; continuing, why do shared parking arrangements get a 25% discount? Typically shared parking means that you don't have to provide all the parking on your site, often because uses may have different time demands for the parking hence the ability to share it. You still meet your needs, just not all on your own site.
g. Item J.5; any use that expands not more than 25% is exempt from having to meet parking for that expansion?
Collectively, the overall use of reduced parking standards plus all the above noted "discounts" create a great concern that the area will be systematically under-parked. Please address this in the text so that any fears can be set aside.

64. Section 3.5;
    a. The block retrofits requirement to accommodate the proposed new street grid will stymie redevelopment in CDO. The requirements are too rigid and will likely afoul incremental change as it would effectively require the wholesale redesign of the 2 largest commercial properties in CDO in order for any piece to proceed. Please reconsider.
    b. Item B.2; how does this provision work with existing conditions and required legal access to parcels?
65. Section 3.6;
    a. Item B.4; please add "..or signs of any type" to the items that should not block views into and out of ground floor commercial spaces. This happens all over CDO today and is a problem.
    b. Item C.; please clarify how minor and major facacde improvements to existing buildings will be treated procedurally by the County.
66. Pg. 3-29, Item 4.e; why do paseos have to be a minimum of 100 ft. from a street corner? Might this be too limiting?

CHAPTER 4 - IMPLEMENTATION

67. Section 4.1; please add more discussion here to summarize the main aspects or parts of the Plan that have subsequent Implementation actions. Note the order of magnitude or complexity for funding and financing each, etc. Also introduce that both public and private investment will be needed. As it stands now, the Introduction is short, and the next sections just jump right into forming a BID and CFDs as the first step. Who will provide the professional management services?
68. Section 4.3.1;
    a. add more clarification about how the BID is funded; it's a tax or fee on parcels/businesses within the BID. As written, owners tax themselves to fund County provision of services. Clearly, some of the BID activities do not need to involve the County.

b. Under Responsible Parties, please revise the County PDS section to clarify what PDS's responsibilities are in relation to the BID. As written, this simply notes PDS's role in reviewing development projects which is not relevant to formation of the BID.
c. Under Members, please state what the members provide or do.
d. Under Estimated Cost; where is the needed $150,000 anticipated to come from? Please note.
e. Table 4-1 includes two items that are infrastructure/capital improvements that are not typically funded by a BID, and that other text states are not eligible BID items; Street Lighting an Streetscape and Road Improvements. Please remove these.
f. Prior to any effort to form a BID, an item of first order is to form a strong Business Association in CDO. The Association would be the entity that discusses any possible BID formation. The text needs to address this step. Who would pay for hiring a consultant before any BID is formed?
g. The text also continues to suggest initiating a survey right out of the gate about whether businesses desire to participate in financing efforts. We've cautioned against any initial survey approaches asking for money first. The business community needs a chance to organize first, then they can talk about what they feel is needed, some priorities and costs. Then they can start to talk about forming a BID to provide funding and what makes sense for them.

69. Section 4.3.2; who is envisioned to fund the $250-450K needed to form a CFD? Does the County plan to use CFD financing to remedy (pipe) the open County drainage channel south of Campo Rd.? This is a major infrastructure issue that is not addressed anywhere in the Plan.

70. Section 4.3.3;
    a. Please add some description of how the County CDBG process works. Who applies?
    b. Please clarify how the ATP program works and who applies.
    c. Santa Sophia Academy should also be noted in the discussion on the Safe Routes to Schools program.
    d. Section on the County General Fund is pretty lite. Shouldn't the County's CIP Program be noted, along with other sources of County-based funding such as the NRP and CE Grant Programs to mention two.
71. Section 4.4;
    a. The opening text notes the importance of coordination with multiple property owners regarding driveway access consolidation, and parking access. This is crucial. What's missing are any specific proposals/ideas for tackling this in both the short- and mid-term. Please add these.
    b. Couldn't agree more with the statement that the street improvements should be constructed as a single project, and the assumption that the street improvements will occur first as a catalyst for redevelopment of adjacent properties. Unfortunately, the Implementation Plan does not present a program to accomplish this, but rather appears to leave this to the incremental efforts of private development. Also, as noted previously, other Section of the Plan seem to emphasize private, incremental efforts

supported by proposed FAR bonuses. This is in conflict and should be addressed and remedied in the Implementation chapter and other locations in the Plan.

c. 4.4.1; It would be most valuable if the cost estimates for Campo Rd. in Table 4.3 were broken out for each of the three identified Phases, then totaled. This would help greatly in understanding the financing demands of accomplishing the important Phase 1 work.
d. Don't believe we need to add street lighting in the median. This should be removed. It's unnecessary and costly.
e. There is a repeated paragraph on pg. 4-10. Delete.
f. Figure 4-5; please clarify that these are interim improvements only.
g. It is clear that an ultimate master plan for the Campo Rd. redesign will be need to be completed first before any Phase 1 improvements can take place. The text speaks about including ultimate underground infrastructure within Phase 1. Does the County plan to initiate a detailed design plan for Campo Rd. immediately? This is a crucial step?
h. So even the first segment of Campo Rd. between Cordoba and Granada has three implementation phases? This seems excessive and expensive, and counter to the earlier statements about building the road improvements up front.
i. 4.4.4; Please break out the costs table into each Phase. Are these the costs estimates for the entirety of Campo Rd? If so, how much is attributable to just Cordoba to Granada, and within that how much for each of the three Phases there?
j. Table 4-3, General Costs; will some of these costs be repeated due to the Phased approach? Please clarify and reflect on Phase-based cost estimates. Please also provide a grand total amount (appears near $13M).

72. Section 4.5 and Table 4-4;
    a. Items 2 and 4 regarding the BID/CFD occur too early and should be moved to the 1-2 year time frame. As noted earlier, another precursor task would be to see through formation of a CDO Business Association as a path to discussion of mutual concerns and issues, desires and needs, and the implications of the new Plan. The value and desire for a BID would likely materialize from that process prior to the need for expenditure of funds for a Corridor Coordinator to oversee any BID formation process, let alone incurring the $150K of associated costs. CFD formation will require the preparation of subsequent plan infrastructure details that won't reasonably be known in the first year post Plan adoption.
    b. Step 6; is the County willing to assume some of this role within the first year? It appears that the Corridor Coordinator is to be funded by the BID which is unlikely to have been formed that early on.
    Is the completion of the mentioned ally important?
    The suggested temp improvements could be relatively expensive throwaways for property and business owners, and may cause added frustration with the Plan.
    c. Please consider adding a Step specifically related to tackling the small but key test issue of connecting the Albertsons and Big 5 properties (Figure 2-21). This would bring up the matter of owner coordination, reciprocal access easements, etc., and serve as an example of how something from this Plan can bring positive short-term change. Perhaps much easier than initially taking on the Campo Rd. driveway consolidation

matter, and the internal connection will hopefully demonstrate a decreased demand on some of driveway-to-driveway travel. A traffic cabling program could document.

d. Step 10 and 11; Shouldn't the County General Fund/CIP be listed as a funding source? This would demonstrate County investment commitment to Plan implementation from the start.
e. Step 14 should be notably tied to Step 8 as the Gateway elements are largely part of the streetscape. The County General Fund/CIP should also be a funding source as the County is responsible for preparation of the Campo Rd. improvement plans.
f. Step 15; please delete less than first year color toning. Construction drawings for Campo Rd. need to trail preparation of a detailed master plan that can't occur that quickly. Any Campo Rd. construction drawings should also list the County GF/CIP as a potential funding source.
   Perhaps add a note that this Step needs to be done in order to manage any interim street reconfigurations between Cordoba and Granada.
g. Steps 16 and 17; delete timing within the first year. These will take more time to prepare given necessary precursor Steps.
h. Steps 20 and 21 should delete the first year timing increment. These have many precursor Steps.
i. Step 23; Please add the County GF as a potential funding source. While the Plan envisions the land being provided by private development, the County should still be willing to contribute to funding this missing community gathering space.
j. Step 25; Please be aware that the CDO Alliance is actively working on the Harmony Project which intends to accomplish this.
k. Step 27; add action in first year. This is an activity that has been ongoing for years (without cooperative result), and can be continued right away.
l. Step 29; Potential funding notes an "in-lieu fees". What in-lieu fee program is being proposed? Didn't see that in the Plan. This is also shown in Steps 28 and 31.
m. Step 30; remove the BID as a potential funding source. The BID should not be funding Specific Plan amendments or refinements.
n. After Step 32; several unnumbered Steps are listed, and some of those list parking meter revenues as potential funding sources. What are the Plan's proposals for charging for parking? Does the County envision metering the new on-street parking spaces? This needs clarification.
o. Page 4-27, third table entry; remove first year timing. Anything with adding lighting will require precursor steps that can't be completed in the first year.
p. Page 4-27, fifth table entry; Consider deleting this item. These will likely be throw away improvements that owners can ill afford, and they may resent the Plan for it.
q. Page 4-28; table entry is a repeat. Please delete.

Campo Road Corridor Revitalization Specific Plan

Comments from Roy Davies, Oct 2021

Thorough and comprehensive… very impressive!

A few Observations:

I would like to see (3) test sketches included in the document for the small lot 'East (of Bonita) Main Street District' for re-development of (1) Commercial, (2) Mixed-Use and (3) Residential showing On-Street/Off-Street Parking, Setbacks, Parking Access, maximum F.A.R., Density, etc.

I would like to see (3) test sketches included in the document for the large lot 'West (of Bonita) Main Street District' for re-development of a mid-block property for same.

At front page, add an Overall Table of Contents Chapters 1-4 plus Appendix's

Chapter One:

Vision Framework Chapter Contents (and other Chapter lead-in pages) seem to duplicate sub-sections both sides of e.g., ……..'1.1 Introduction….1-1'. Not sure what this means or is referring to?

Page 1-2 Should the Boundary include the future Civic Center 10+acres adjacent to the Library? Would like to see a Gateway#3 on Campo at the Library.

Page 1-7 Per the Graphic, why are the East Main Street Campo properties (north of Dolores) not included in the New Development Standards?

Chapter Two:

'Main' and 'Gateway' Districts reads well, but consider an East Main Street (east of Bonita) and West Main Street (west of Bonita).

Likes Alleys Access and new Internal Streets are a major Improvement, Gateway Elements work well, Up to 1450 new MFDU… wow.

Likes 'Retail Ready', 'Park-Once', reducing Parking Requirements On-Street/Off-Street, Mixed-Use, Infill.

Likes Connecting Lots internally, Roadway Re-Config, Mobility Plans, Roundabouts, Accents, etc.

Head-Out Parking?? A bit less user-friendly.

2.3.15 Bike Lanes can share with other mobility elements.. good.

Kenwood-Campo is tough to re-config. Nicely cleaned up.

Parking on Kenwood is OK but that is a very busy street in rush hours. Head-In Parking would be near impossible to back out at morning Rush hour.

2.42 Likes the Church Connection to Campo (but I'm not following the page numbering?)

2.3.17 Edge Friction starting now with Banners and Planters

2.3.18 Bus Stops are perhaps over designed and loses too much on street Parking. Consider adding the enhanced Bus Stops but have the Bus simply stop in the traffic Lane (very briefly) and patrons walk through the buffer and onto the Bus?

Likes non-conforming Parking solution (until re-developed).

Likes Figure 2-59 for the Future Build-Out.

Chapter 3:

Has any of these Development Standards been tested on the East Main Street traditional small Lots? That would helpful to include.

3-3 Add the Street Setback for the new Internal Streets, Alleys

Table 3-2 is missing and Table 3-3 is not cross referenced in the text

Likes Bonus Story's and FAR

Re-zoned to S88 throughout?

Auto Repair is permitted but will be likely phased out per more profitable Mixed-Use?

Private Frontage vs Pedestrian Realm vs Pedestrian Zone?

Why not Zero Setback at Alleys? Will be staggered openings per new Rear Alley Parking.

20ft max ground floor ceiling allows for Loft config but conflicts with min 12 ft Commercial ceiling height in the Retail Ready scenario.

30ft min Ground Story Depth conflicts with existing Lot Sizes at the East Main Street District.

6ft Parking Landscape Buffer is very deep. Perhaps 4ft but with a denser Planting requirement?

East Main Street District and lots <6000sf… On-Site Parking reduced by 50% and gets a 1.5 factor for On-Street Parking. Can we see a Test Build-out with Setbacks, FAR, etc.?

Is the 25% reduction for MU/Small Lot in addition to the 50%?

Is the 25% reduction for MU Shared in addition to the 25% and the 50%?

3-18 5a: I think a No-Go on the waiver for Replacement of an Existing Building with a <25% expansion. I see the S88 Parking Standards as a benefit/bonus so why not give it to the existing Building Stock on East Main Street. Those small lots will struggle to re-develop without the relaxed parking,… or do I have this backwards? Maybe some clarity on that is required in the text.

Table 3-4: Residential at 1/DU instead of 1/Bedroom is great for the Developer but almost guarantees that all available adjacent Neighborhood Street Parking will be filled, e.g., Owner of new 2 bedroom Condo takes the on-site and rents the other bedroom, who in turn needs a place to park their car. Maybe there's a conflict here?

3-20.3.5.B.2: Yikes… No vehicular access from Campo Road? All access from Alleys and Internal Streets? Even the super Blocks at West Main Street? I see this as a huge impediment to the 1st Project to be

developed. It would not be a mid-block and how would parking be provided if the New Internal Street is not constructed 1st? I know the Street Wall is necessary for the traditional Main Street, but is this too restrictive? Can we get a Test Sketch?

3-21 C.4a.: 10ft setback is in addition to the 12ft Public Realm? So… 22ft to the curb? Does that work in the small lot East Main Street District with a min 30ft Commercial depth, at future re-configuration? Test Sketch?

3.6.A.8: … tenant street frontage exceeding?

3.6.A.10: … A max 3.5ft grade change will require a min 35ft long ramp plus a 5ft intermediate landing, so 40ft. of Ramp. Where did that 3.5ft delta come from anyway? Why not max 12”?

3-28.3.7.C. New Plaza Element (and a Bonus opportunity) at min 0.25 acre (10,890 sf) and min 75ft dim will not work in the East Main Street District. Lots are about 60x120. Can you carve out an exception for East Main Street?

Chapter Four:

4.4. Phasing Strategy is well thought out. Add a placeholder for the new County Sewer Replacement down the middle of Campo. It must coordinate with the Phase One Median Improvements.

Table 4-3: Add Grand Total Construction$ and Soft$ is $12,660,132.

From Jamie Deering (11/4/21)

The aesthetics and increased housing of the plan I think are great. There are however key needs not clearly met and negative issues that would be created for the community in this plan as it is now:

1. The biggest concern is it is taking our main road through town that is a well trafficked area and cutting it in half. This would be like doing the same to Spring Street in La Mesa. It will bottle neck and create problems for those living, working or shopping here.
2. Secondly, clear regulations are needed on what types of business are allowed and amount of items like liquor stores, massage parlors or smoke shops allowed. This needs to be clearly named in the plan and be a low number, especially with several schools in the area.
3. The intersection at Kenora and Kenwood has not been resolved where near accidents happen daily. It does not seem the plan has even tried to look at this issue.
4. Backward parking as shown in the photos will add to the congestion that 2 lanes will result in. It is again not taking into account or aiding in the flow of traffic reliant on Campo Road. I avoid parts of town that have back in parking that you have to enter from a street.
5. The current structure of the street plan seems to want to kick out larger businesses like grocery stores and yet add residential and walkability for those residents who will need the Grocery stores….? This is in conflict.
6. It does not sort out the issues and needs of larger trucks to deliver to businesses in the area. It would be better use of the space to make Kenora Dr. a full County road (it is only half a county road) that is properly kept up and add the trucking and biking facilities there, rather than cutting down Campo.
7. The line that states the minimum required parking is much higher than actual usage…. I have not seen this to be the case. I see the lots at the west end routinely on the full side (from the CVS/Grecian Café area to Albertson and across the street) I question this study. Are they expecting all spots to be full at all times? Lots of questions here. We are already seeing Apartment people wanting to use our lot at night. Reducing parking in the area will make this worse.

8. Allowing building height to go up to 2 to 5 stories is a good idea, this will require parking to accommodate the extra people this will bring. I do not see this in the plan.
9. Will the residential rent or selling price be required to be kept affordable or any regulation of this for the residential areas created? For example La Mesa is building all those condos near Spring Street and the lease costs are high and none are being sold to allow residents to be home owners. Provisions addressing this would be ideal.
10. Moving to make this a more bike than car friendly is another way it is not taking the community into account. Most of the residential area around Casa de Oro, and the ways in and out are hills that people are not going to ride their bikes down or up. This structure has resulted in horrible traffic throughout San Francisco. We do not need or want this here. Sure add safe bike lanes but not in the way stated and not with the purpose stated: “to help the modal shift from cars to bikes”. This goal is also not a senior citizen friendly mission. Most of whom would not be able to make this shift. This contradicts the plans earlier mission stated in making more retired seniors smaller homes available.
11. This plan does not, to me, take into account the needs of the community it will be affecting, but mainly helps the desires of the county. This is the wrong focus.
12. On page 4-2 under Implementation what does this line mean under responsible parties: “County Assessor: Collects assessments via property tax and business licenses?”

Jamie Deering
o 619-464-8252 | c 619-977-1133
www.deeringbanjos.com

Madrid, Michael

From: Patti Turkle <patti.turkle@gmail.com>
Sent: Wednesday, November 17, 2021 12:20 PM
To: Madrid, Michael
Subject: [External] Campo Rd revitalization

Follow Up Flag: Follow up
Flag Status: Flagged

Hi. Not sure how to comment on this project. I like a lot of what is proposed, especially bike lanes, calmed traffic and walk ways with shade trees. Can we include CA native plants?
Patti

BOB YARRIS- SPECIFIC PLAN COMMENT AND QUESTIONS (11/04/21)

OVERAL A VERY COMPREHENSIVE, WELL THOUGHT OUT PLAN.

NO COMMUNITY IN CDOA IN OVERVIEW.

WHAT ARE THE COUNTIES NEXT STEPS IF AND WHEN THE BOARD OF SUPERVISORS APRROVES THE PLAN?

WHAT INFRASTRUTURE PLANS WILL THE COUNTY IMPEMENT IN THE NEXT 5 YEARS WHILE ROLLING OUT THE PLAN?

WHAT DEPARTMENT IN THE COUNTY WILL OPERATIONALIZE THE SPECIFIC PLAN?

WHAT ROLE DO YOU SEE THE CDOA PLAYJNG IN THE NEXT 5 YEARS?

ARE THE PROPOSED BIKE LANES RATED CLASS 1 OR 5?

HOW DOES THE COUNTY PLAN TO EDUCATE AND INTEGRATE THE BUSINESS AND PROPERTY OWNERS TO OWN THIS PLAN?

WHY WOULD A SMALL BUSINESS OWNER IN CDO INVEST IN A BID WHEN THERE IS A HIGH PROBABILITY THEIR BUSINESS WILL NOT SURVIVE THE PLAN IMPLEMENTATION?

AT WHAT POINT WILL THE COUNTY RETURN TO SANDAG FOR ADDITIONAL CAPITAL FUNDING?

WHEN WILL MBI BEGIN TO INVITE DEVELOPERS TO CONSIDER THEIR INTEREST IN INVESTING IN CDO?

IF THE SUPERVISORS FAIL TO APPROVE THE SPECIFIC PLAN, WHAT CONTINGENCY PLAN DOES THE COUNTY HAVE TO EXTRACT COMPONENTS OF THE PLAN AND REDEVELOP CDOA?

DOES THE REFERENCE TO AFFORDABLE HOUSING INCLUDE SECTION 8 STANDADS?

THERE ARE DETAILED RATIOS PREDICTING RETAIL PARKING, YET SILENT TO NEEDS OR ANY PROJECTIONS FOR RESIDENTIAL PARKING REQUIREMENTS.

2.3.2 STATES THERE ARE 7,249 SINGLE FAMILY HOMES IN THE AREA, NOT CDO PLANNING AREA. AND 7% MULTIHOUSING. WHAT ARE THE SIMILAR NUMBERS FOR THE SPECIFIC PLANNING REGION?

THERE IS APPROX 80% SMALL MOM AND POP BUSINESSES IN IN THE CDO BUSINESS CORRIDOR,

WHY WOULD A SMALL BUSINESS OWNER SUPPORT FUNDING A BID IF THERE IS A HIGH PROBABILITY THEY WILL BE RELOCATED.?

2.3.4 SPEAKS TO REDUCING MINIMUM PARKING STANDARDS, PLEASE DISCUSS.

2.3.5 STATES MIX USE WILL ATTRACT DIVERSITY, PLEASE EXPLAIN

2.32 SUGGESTS A NORTHBOUND WALKWAY ON CONRAD DR., YET ALL THE STUDENTS AND PARENTS WALK UP AND DOWN THE SOUTH SIDE OF CONRAD TO SV ACADEMY. ???

HOW WILL TRAFFIC BE REROUTED DURING CONSTRUCTION?

Madrid, Michael

From: Long Range Planning, PDS
Sent: Thursday, November 18, 2021 10:03 AM
To: Madrid, Michael
Subject: FW: [External] Casa De Oro/ Campo Road business

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Mike,

Please see email below regarding the Casa de Oro/Campo Road Revitalization.

Thank you!

Bianca Lorenzana (she/her/hers)
Land Use/Environmental Planner
County of San Diego | Planning & Development Services
5510 Overland Avenue, Suite 310, San Diego, CA 92123
Phone: 619-510-2146 | Bianca.Lorenzana@sdcounty.ca.gov

From: Linh Lam <honlam78@gmail.com>
Sent: Wednesday, November 17, 2021 4:55 PM
To: Long Range Planning, PDS <PDS.LongRangePlanning@sdcounty.ca.gov>
Subject: [External] Casa De Oro/ Campo Road business

Hi Mike,
I have received a letter called Attention Casa De Oro/ Campo Road Business recently. As my business resides in that area, may I bother you a few questions?
When is the project going to start? Will all the business have to relocate? If relocation is required, will the business owners have to relocate by themself?
Sincerely,
Linh Lam

Madrid, Michael

From: Long Range Planning, PDS
Sent: Thursday, November 18, 2021 10:04 AM
To: Madrid, Michael
Subject: FW: [External] Feedback on the draft Casa de Oro Specific Plan

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Mike,

Please see email below regarding the Casa de Oro/Campo Road Revitalization.

Thank you!

Bianca Lorenzana (she/her/hers)
Land Use/Environmental Planner
County of San Diego | Planning & Development Services
5510 Overland Avenue, Suite 310, San Diego, CA 92123
Phone: 619-510-2146 | Bianca.Lorenzana@sdcounty.ca.gov

From: Craig Reed <creed@publicstrategies.org>
Sent: Thursday, November 18, 2021 8:41 AM
To: Long Range Planning, PDS <PDS.LongRangePlanning@sdcounty.ca.gov>
Subject: [External] Feedback on the draft Casa de Oro Specific Plan

Please accept the following feedback on the draft Casa de Oro Specific Plan:

1. {Primarily responding to concepts in pages 30-31} As a cyclist, I know from experience that buffered bike lanes located next to moving car traffic are more dangerous for cyclists since cars frequently park illegally within these areas or use them illegally as an additional car lane. Further, I would expect cars to travel faster than posted speed limit thanks to the visual cues of a wider travel corridor (their 11' travel lane plus the 9' buffered bike lane. Wedging cyclists between angle parked vehicles and moving vehicles increases the chances of conflicts between vehicles and cyclists.

   In order to better align with Vision Zero and have a bike lane that is safely usable by eight year olds all the way to eighty year olds, the bike lane should be located between the sidewalks and parking for cars.

   Therefore, I fully support a rolled median that would allow emergency vehicles to travel effectively through this corridor. The alternative option is simply too dangerous for vulnerable street users such as cyclists.

2. {Primarily responding to concepts on pages 27 and 33} All the research I have seen regarding sharrows is that they do not work. In fact, they can create a false sense of security among naïve bike users and subject them to the dangers of speeding vehicles. Vehicles coming off the 94 and moving onto Campo Road via Kenwood Drive are more likely to be traveling faster and thanks to the angle of the intersection, are less

likely to stop before completing a right turn (I've witnessed this many times personally). A protected bike lane is the only sensible option in the area if protecting vulnerable road users is a priority. It aligns better with Vision Zero concepts while creating a buffer between pedestrians and moving vehicles to create a more enjoyable and lower stress experience for both cyclists and pedestrians.

3. #3. {Primarily responding to concepts on page 47} – I fully support the optional protected bikeaway across the bulb-out. If the goal is to have more people utilize bikes and micromobility options, the infrastructure must be safe for them across the entire expected routes. Any perceived break in said infrastructure or significant decrease in safety (i.e. transitioning from a protected bike lane to a sharrow) will lead to underutilization of the infrastructure. In order to meet the county's climate change goals, we need as many people traveling via the least polluting options as possible.

4. Ensure that all on-street parking charges a small fee. This will encourage walking and cycling options while providing funding for maintaining common areas.

5. Add designated bike parking at regular intervals into the specific plan. Bike lanes without a means to safely park a bike translates to a decrease in the number of trips cyclists will take to local businesses.

6. Casa de Oro is currently oversaturated with vice-oriented businesses such as liquor stores and smoke shops. These adult-oriented business don't just affect the health of local residents - at high concentrations (like they currently are), they can crowd out more family-oriented businesses such as restaurants and retail stores or prevent them from moving in at all. Recommend placing a hard cap on off-sale licenses permitted within the specific plan area to match Alcoholic Beverage Control recommendations and a similar hard cap for smoke shops and legal cannabis dispensaries. Preventing the dumping of high-risk businesses into underserved areas like Casa de Oro is an important equity issue if we want to ensure every resident has the support of the built environment to thrive. I'm a subject matter expert on this issue. I'd be happy to explain more regarding these challenges if you'd find that helpful.

Craig Reed
(he/him/his/el)
Regional Director
Binge and Underage Drinking Initiative

(619) 476-9100 x125
creed@publicstrategies.org
www.publicstrategies.org

INSTITUTE FOR PUBLIC STRATEGIES

Madrid, Michael

From: agent_al@cox.net
Sent: Friday, November 19, 2021 8:49 AM
To: 'Ed Batchelder'; 'Bob Yarris'; 'Dusty Bennett'; 'Gary Westergren'; 'Holly Yarris'; 'Jamie Deering'; 'Judith Walters'; 'Lisa Stewart'; 'Lyn Earl'; 'Michael Herron'; 'Neal Svalstad'; 'roydavies'; 'Thom Hiatt'
Cc: Madrid, Michael; Tessitore, Lynnette; dwery@mbakerintl.com; Kazmer, Gregory
Subject: [External] County, MB, Board Meeting

Follow Up Flag: Follow up
Flag Status: Flagged

Hello All,
Last nights meeting was insightful for me. The plan has a lot of great idea's for a community that is monolithic. However, this community it is not. When I Look at this community there are 3 different communities. The Core, basically the corridor as this plan designs it. The next area is the residential community that is at the same elevation as the core which can be served very easily by foot or bicycle. The third community are the areas of North Dictionary Hill and Mount Helix. These areas are not serviceable by bicycles even for the fittest of our community.

As difficult as it may be San Juan, and Kenora Must be incorporated into this plan,. By incorporating these ancillary roads we can reduce GHG's more than imaginable. But more importantly reduce the time it takes to do the more mundane task of life, like driving, shopping, (not mundane for all) and other tasked. Which adds to more family time. This will allow easy access for all. Including the large semi's that service our established historic and Iconic business',

The first thing the County can do is to start training our neighbors in community 3 to use SR94. This can be done by making the access more efficient, ***including the 125& 94 connector***. This is Low hanging fruit and must be handled now. This will reduce GHG's by getting motorist to their destination more efficiently.

Another must, addressing the Spring Valley Creek that flows out of control through Casa De Oro when we get excessive rain in a short period of time. Flooding by County controlled water ways is unacceptable in todays day and age!

One other thing I would like to see from MB is the city of San Diego's accident reports regarding diagonal parking, head in, VS back in.

Have a Blessed day all! I know I will!

Allan Arthur
CDOA Board Member
619-820-5131

From: Ed Batchelder <batchbunch@cox.net>
Sent: Thursday, November 11, 2021 12:51 PM
To: Allan Arthur <agent_al@cox.net>; Bob Yarris <jake.318@cox.net>; Dusty Bennett <dustybennett123@gmail.com>; Gary Westergren <Gary@OrientalOutpost.com>; Holly Yarris <hollyyarris@gmail.com>; Jamie Deering <jamiedeering@deeringbanjos.com>; Judith Walters <Jkwalt1@cox.net>; Lisa Stewart <lisastewartpta@yahoo.com>; Lyn Earl <lynearl1944@gmail.com>; Michael Herron <mike.montanadelmar@gmail.com>; Neal Svalstad <nsvalstad@yahoo.com>; roydavies <roydavies@cox.net>; Thom Hiatt <thomhiatt@gmail.com>
Subject: Re: No Casa de Oro Alliance Board Meeting Tonight

KESSLER & SEECOF, LLP
ATTORNEYS AT LAW

DANIEL J. KESSLER BENJAMIN R. SEECOF

April 18, 2022

VIA U.S. EXPRESS MAIL and E-Mail at: Ann.Jimenez@sdcounty.ca.gov

Planning Commissioners for County of San Diego
Planning & Development Services
5510 Overland Avenue, Suite 110
San Diego, CA 92123

Re: **Campo Road Corridor Revitalization Specific Plan**
Project Case No.'s PDS2021-SPA-21-002; PDS2021-ER-21-00-004, PDS2021-GPA-21-006, PDS2021-REZ-21-003
Hearing: April 22, 2022, at 9:00 A.M., County Operations Center, 5520 Overland Ave.

Dear Planning Commissioners:

I represent the Lively Trust. I am writing this comment on its behalf, and on behalf of John S. Lively, its trustee, and his family. Several generations of the Lively family have been prominent community members, landowners, and business persons in Casa De Oro since the 1950's. They believe the proposed Campo Road Corridor Revitalization Specific Plan (hereafter "Plan") is not drafted in a manner to fairly or properly achieve its stated objectives.

Opportunities to Comment on the Plan.

This is not the first time that the Lively family has commented, or attempted to comment, on the proposed plan. Comments were made in a November 19, 2021, letter written to Michael Madrid by the Atlantis Group, which summarized my client's concerns. Among other active attempts by my client to comment, Nicole Lively attended a "community meeting" at 7 p.m. on Tuesday, April 5th, 2022, to comment on the proposed Plan. However, the at-issue draft of the Plan (a detailed document of approximately 150 pages) was not released to the public until one hour before the meeting, thereby prohibiting any fair analysis of it. Moreover, although Nicole Lively spoke at the meeting, and many community members attempted to object to this late disclosure, a vote on the Plan was nevertheless taken. I myself attempted to obtain the latest draft of the plan from your website at https://www.sandiegocounty.gov/content/sdc/pds/ceqa/CDOCampoRoad.html, but found only an outdated draft was available to download.

The Plan's Fanciful Roadway System and Kenora Drive.

The Plan, although inspirational, is not grounded in evidence or practical reality, and does not give a reasoned or consistent explanation of how it will achieve its objectives and/or benefit Casa De Oro.

Specifically, the Plan's "primary aspect" is to "enable a roadway system that supports and connects current, and future land uses." (Plan @ 2.3.9.) Broadly, this aspect is "enabled" by making a grid of additional streets. (See, Plan figures 2-57 & 2-58.)

Indeed, the Plan envisions new streets crisscrossing existing land parcels both north and south. (Fig. 2-59.) The plan expressly relies for its "**key**" features that "San Juan Street, and Kenora Drive to be connected," that "existing mid-block alleys are improved to provide access to parking behind buildings," and "Kenora Drive, and other alleys provide access to buildings via parking areas to the rear of buildings." (E.g., Plan @ 2.4.1 [key features 10, 14, & 20].) The Plan does not describe the method by which these things will be enabled, and, in fact, these aspirations do not square with factual reality ... such as the *actual* configuration of "Kenora Drive."

In reality, "Kenora Drive," although understood by *local* residents to be an unimproved alley (that the County of San Diego does not maintain), is a road that runs outside of the Plan's boundaries. Kenora Drive is nowhere near San Juan Street, and therefore cannot be connected to it, as envisioned by the Plan. Because Kenora Drive is not in the boundary of the Plan, the Plan should not *rely* on it to enable the Plan's goals.

Furthermore, it is not realistic to believe that current landowners, lessees, and long-time members of the community (such as my client) will be incentivized by the Plan to further promote revitalization of their community and improve their properties. As the Casa De Oro community is aware, the Lively Trust leases to the CVS pharmacy and numerous local business and community members, such as the Young Actor's Theater. (See, e.g., Plan @ 2.4.1 [key feature 4].) The Lively Trust has a *local*, active, and vested interest in both community development and property development. My client is very much aware of the practical realities of traffic and streets, and recently enabled the County of San Diego to obtain roadway access from Campo Road for its new proposed library site in Casa De Oro.

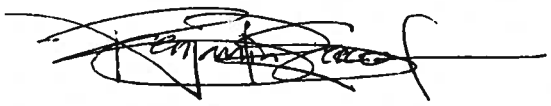
The Plan does not explain why any current member of the community would desire to develop or improve his or her land if that development will require their existing parcel(s) to be carved up by forced dedication of new streets. Whereas this may compel existing community members to abandon their prospects, and to potentially sell their land to outside corporate development interests, it does little for long-time community members or for the concept of "re"-vitalization by the existing community. The Plan should make an evidence-based nexus between its fanciful proposals and the existing conditions in Casa De Oro so that the community may anticipate how, for instance, the proposed new road system will actually be "enabled" consistently with the general plan.

The Plan's Funding Proposals Should Be Revised.

The Plan does not anticipate or address the practical realities currently existing in Casa De Oro, and the misjudgments hereinabove described, and their resulting the impact upon the Plan's proposed funding mechanisms. As previously commented on by my client, existing deed restrictions relating to some properties within the Plan's boundaries essentially prohibit the developments proposed by the Plan. The Plan makes no accommodation for community landowners or lessees who are unable to comply with the Plan's development proposals. Instead, the Plan proposes that these landowners and lessees should be disproportionately burdened with Mello-Roos taxes and/or participate in a BID that does not benefit them because they cannot participate in the Plan's vision.

Very truly yours,

KESSLER & SEECOF, LLP



Benjamin R. Seecof, Esq.

Cc: Michael Madrid, Project Manager, by U.S. mail
Yolanda Calvo, by U.S. mail
Nathan Fletcher, Chair, San Diego County Board of Supervisors, by U.S. mail & Email
Robert Yarris, President of Casa de Oro Alliance, by U.S. mail

LIVELY TRUST

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(619) 461-3131 • Fax (619) 461-0450

November 19, 2021

Michael Madrid
Land Use / Environmental Planner III – Long Range Planning
San Diego County Planning & Development Services
5510 Overland Avenue
San Diego, California 92123

Dear Mr. Madrid,

I'm writing on behalf of the Lively Family and our longstanding interest and investment in Casa de Oro. My grandparents, Riley and Onie Lively, were some of the initial stakeholders of Casa de Oro and the surrounding community. In 1960, my grandfather built the office in which I am currently writing this letter. My father, John Lively, and his siblings grew up here; I myself passed many afternoons in the former County Library, a tenant of ours on Campo Road. We have felt at home in and a devotion to this little slice of Spring Valley for over 60 years.

All of this is to say that we care deeply for Casa de Oro. To that end, we want to see the area grow and thrive. We recognize that aspects of the plan could be beneficial for the community, while on the other hand, we feel it is imperative that each stakeholder be apprised of any and all ramifications of its adoption. Because of this, we have retained Steve Bossi at the Atlantis Group who has been very helpful in drafting a response to the proposed plan on our behalf. Please find his comments, which summarize our concerns, attached.

Sincerely,

Nicole Lively
Lively Trust

Atlantis Group

2488 Historic Decatur Rd, Suite 220
San Diego, CA 92106

(619) 523-1930
AtlantisSD.com

VIA ELECTRONIC MAIL

November 19, 2021

Michael Madrid
Land Use / Environmental Planner III – Long Range Planning
San Diego County Planning & Development Services
5510 Overland Avenue
San Diego, California 92123

Re: Written Comments to Campo Road Corridor Revitalization Specific Plan.

Dear Mr. Madrid:

The purpose of this letter is to comment on the Campo Road Corridor Revitalization Specific Plan (the "Plan") generally and as it relates more specifically to several properties in the western portion of the Plan area.

Atlantis Group has been engaged by John Lively, along with his daughter Nicole Lively, in support of their evaluation of the Plan and the submission of comments to the Plan to your office. As noted in the accompanying cover letter, the Lively family has been acquiring, developing, operating, and maintaining properties and businesses within and around the Plan area since the 1950s. As you might expect, they are keenly interested in participating in both the formulation of the Plan and the implementation of the types of revitalization efforts that the Plan contemplates.

As a prefatory comment, we commend the Plan's objective of revitalizing the Campo Road Corridor, including the introduction of a broader mix of permissible uses. In our view, Casa De Oro could come to be positioned and perceived as a vibrant downtown or village to Mt. Helix and Spring Valley. After analyzing the vision, goals, strategies, and overall concepts articulated in the Plan, we are encouraged by its long-term vision and many of its core objectives. At the same time, we also wish to share certain concerns.

Our primary, high-level concern is that the Plan could adversely affect existing property owners, many of whom, like the Lively family, are local residents who have been actively involved in the Casa De Oro community for decades.

We would like to ensure the Plan values the preservation and promotion of local character and ownership, emphasizing a strong presence of independent small business development (e.g., Gladly Coffee, Rana's Mexico City Cuisine) where capital is recycled back into the local community. Accordingly, the provisions in the Plan should take extra care to avoid harming existing property owners' and small entrepreneurs' ability to improve and update their properties, particularly in connection with routine changes, modifications or enhancements.

With that general background and perspective in mind, please see our more specific comments to the Plan below.

A. The Plan deems all existing structures to be nonconforming

A key provision in Section 3.1.1.B states as follows:

> *Permitted structures and uses that do not conform to the standards of this Chapter on the date of its adoption shall be deemed to be nonconforming. The provisions of the Nonconformity Regulations of the Zoning Ordinance (ZO) as amended shall apply to all parcels within the Plan area.*

Plan adoption would seem to have serious, permanent, and rather unpredictable consequences to existing improvements on a property. Ostensibly, it would appear to trigger the entirety of the Plan's requirements from the moment the applicable property owner initiates a routine enhancement, update, and/or expansion, including extensive street improvements, placing utilities underground, and the State of California's SWAMP requirements that otherwise may be deferred.

In our view, the Plan would be more fair and reasonable in its application if its provisions were activated only by projects involving more substantial levels of renovation, such as:

1. Proposals to develop brand new structures in place of existing buildings and improvements, and

2. Proposals to materially transform, reconfigure, expand and/or diversify (e.g., add residential) existing buildings and improvements.

Said another way, it would not be appropriate if the Plan caused common events associated with existing and future property usage to subject existing (or new) property owners to the entirety of the Plan's requirements. For example, our reading of the Plan suggests that any of the following very typical exterior tenant improvements aimed at attracting a new retail business to Casa De Oro under a long-term lease would require discretionary review by the County that, at the present time, would be unnecessary: exterior resurfacing/paint, upgrades to an exterior façade, new signage, roof replacement, or reconfiguration of a parking lot for better visitor access, e-commerce drive-up/pick-up or truck delivery.

The Plan rather confusingly suggests in Section 3.1.4.A that "new or changed uses" would not trigger the entirety of the Plan requirements:

> *New or changed uses which do not require a use permit or exterior improvements shall only be subject to ministerial permit requirements issued by the Building Department.*

Yet, in that same Section 3.1.4.A, the Plan states that "all exterior building and site modifications" are subject to discretionary review:

> *A Site Plan Permit (per the Site Plan Review Procedure section of the ZO) is required for all exterior building and site modifications. It is a discretionary review process by the Director.*

We recommend that a more expansive version of the language from Section 3.1.4.A regarding "new or changed uses" would be a more apt starting place for the governance and accommodation of most customary and incremental "exterior building and site modifications" involving properties in the Plan area.

While we recognize the value in introducing uniform standards and consistent review processes and procedures for significant redevelopment projects, we worry that invoking heavy-handed procedures and imposition of the Plan to almost any update by

an existing property owner is likely to be financially burdensome and could impede that owner's ability to be competitive in attracting and landing quality tenants in the Corridor. The net result could be stagnation rather than revitalization.

B. The Plan over-prioritizes development on the frontage of Campo Road and implementation of the main street block pattern and street grid

The Plan's emphasis on creating a "continuous building wall" along Campo Road and its implementation of a new main street block pattern will be very difficult to implement on any project that does not involve extensive demolition and/or development across multiple properties.

The Plan should simultaneously prioritize the continued viability of existing buildings to encourage projects to pursue organic improvements and changes as well as projects that develop active street frontage.

We worry that the Plan tends to over-prioritize systemic frameworks geared primarily to large-scale, full-block / multi-block projects at the expense of less dramatic updates. For an area like Casa De Oro to establish a unique appeal and relevance compared to other commercial centers in the County, it is essential for the Plan to also accommodate and incentivize granular, smaller-scale revitalization efforts—particularly those that still connect with less-capitalized grassroots entrepreneurs who are involved in the arts, culinary expression, and similar activities.

As an example, the Plan could make it more clear that an existing property could undertake a partial buildout of new frontage along Campo Road without being required to build a complete "building wall" and without being expected to eliminate existing Campo Road vehicle entrances and commit to a new internal street grid on that property.

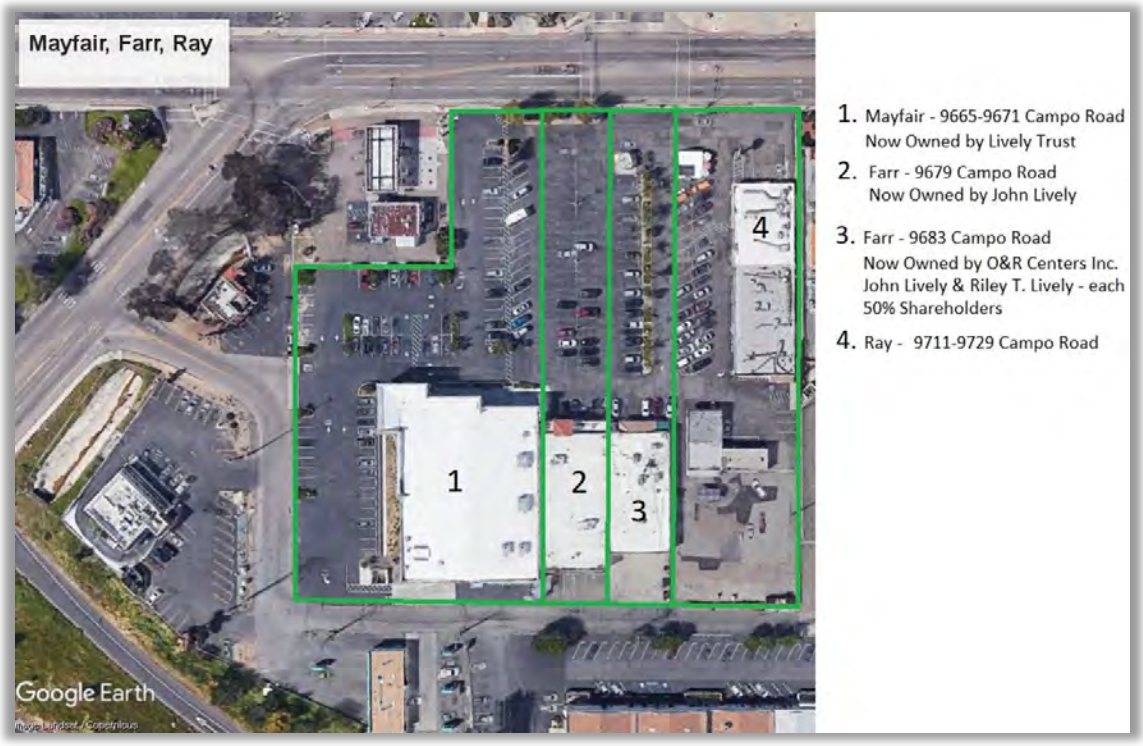
Regarding vehicle entrances, the elimination of driveway aprons may be logical where sites feature complete development along the frontage of Campo Road. But, the Plan's ostensible goal of eliminating direct automobile access to properties from Campo Road strikes us as needlessly inflexible.

A variety of approaches to vehicular, pedestrian, and bicycle access to existing and new structures should be anticipated and accommodated by the Plan, even if certain approaches may be preferred in the case of more transformative redevelopment projects.

C. The Plan unfavorably and unpredictably impacts existing multi-lot developments

Certain properties we own that are located within the Plan area are constructed across multiple parcels. The Plan's provisions could impact or restrain redevelopment of these properties, and we believe this type of situation is likely to similarly impact other projects within the Plan area.

Specifically, a 1960 covenant to the deeds of the Campo Road parcels identified as 1, 2, 3 and 4 in the map below requires all buildings to be set back from Campo Road (as an accommodation to an adjacent property owner).



The Plan's expectation that redevelopment will need to contribute to the "continuous building wall" at the Campo Road property line would require the removal of this 61-year-old deed covenant. The Plan is inconsistent with these types of long-standing covenants, which present obstacles to the type of redevelopment the Plan appears to require.

The Plan should express enough flexibility so that property owners and County planners are empowered to respond creatively to situations where external factors, such as deed restrictions, limit property owners' capacity to comply with Plan requirements.

D. The Plan's purported southbound extension of Conrad Drive is improper

The Plan's depiction of a southbound extension of Conrad Drive beyond its existing intersection with Campo Road would require the acquisition and demolition of the property and improvements at 9683 Campo Road. While a traditional street grid has merit, the proposed Conrad Drive extension would not connect with any other streets in the Corridor and would not seem to benefit the roadway network.

Unless the Plan specifically demonstrates that this Conrad Drive extension will be an important part of a greater initiative—such that converting Kenora Drive from its current role as a poorly maintained alley to a functioning street that supports expanded commercial and residential activity—we believe it should be removed from the Plan.

E. The Plan's Development and Mobility Plan Aerial View should be removed

While the Development and Mobility Plan Aerial View shown in Figure 2-60 is visually interesting, it is not tied to a specific Development Plan scenario. We found it to be a confusing element of the Plan, conceptually, as the Plan does not articulate why or how the building configurations were conceived or whether they represent actual development expectations. We suggest that this illustration either be removed from the Plan or clarified and explained in much greater detail to avoid confusion.

F. Benefits of a Business Improvement District versus negative impact of a Community Facilities District

We believe establishing a Business Improvement District guided by businesses located in the Plan area could be a constructive mechanism to realize and accelerate many of the Plan's objectives.

Conversely, we feel strongly that a Community Funding District / Mello-Roos component will be punitive to existing property owners, and the financial impact will necessarily be passed along to their commercial tenants and the retail and business customers of those tenants.

G. Addition of a Table of Contents

We found the initial draft of the Plan document to be challenging to navigate. Including a Table of Contents that lists the chapters, sections, tables, and figures would be helpful to users.

* * *

The County of San Diego has picked an excellent moment to shine a spotlight on Casa De Oro. With the insight, experience, and priorities of local property owners, business owners, and residents in mind, the County can visualize, plan and realize a future that elevates Casa De Oro to a true community center, teaming with personal interaction, locally oriented commerce, regular public gatherings, artistic expression, and a sense of shared purpose and civic pride.

Thank you for considering our comments to the Plan and for the opportunity to contribute to its formulation.

With Best Regards,

Steven Bossi

Madrid, Michael

From: Barbara Disbrow <bjcdisbrow@gmail.com>
Sent: Friday, November 19, 2021 8:39 AM
To: Madrid, Michael
Subject: [External] Comments RE Campo Rd Corridor Revitalization Specific Plan

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Mr. Madrid,

I have reviewed the Campo Rd Specific Plan and wish to offer the following comments:

1. Roadways:
a. I think the plan contains too many roundabouts that could prove dangerous for pedestrians.
- Of particular concern is the roundabout at Conrad. This is just down the street from the middle school. I have often seen at the end of the school day many, many students crossing Campo Rd. I think there needs to be a signal at this intersection to bring traffic to a stop so students can safely cross Campo Rd.

2. Town Center:
a. I would prefer to see more emphasis at the town center versus the entrances and exits of Casa de Oro.
b. At the intersection of Bonita and Campo Rd, I would prefer to see a LARGE roundabout (similar to the one in Orange, CA) with a small park or green space in the center.
- With the proposed common area adjacent to it, a larger park-like roundabout would create a TRUE community feel and natural gathering place.
- A larger roundabout would improve the sight lines to Santa Sophia Church which is the only historically significant architecture in the area.
- A larger roundabout (town square) would also make for a more inviting entrance to the streets that run north, south and parallel to Camp Rd. I think the plan needs something to draw visitors to the streets/areas on either side of Campo Rd to encourage development there as well.
- In short, the WOW FACTOR needs to be towards the center of the community so people want to stay to: walk, explore, shop, and eat.

3. Micro Climate: The plan should include specific steps to consciously lower the temperature of the community.
- Plant lots of trees. The Helix/Casa de Oro area is known for its mature trees.
- Use new technology paving materials that reduce surface temperatures.

I understand that cost is always a factor in the implementation of any plan.
I appreciate all the hard work you and everyone has done to bring these positive changes about.

Thank you,
Barbara Disbrow
4147 Calavo Dr.,
La Mesa, CA 91941
(619) 905-1983

Madrid, Michael

From: Jamie Deering <jamiedeering@deeringbanjos.com>
Sent: Monday, November 22, 2021 2:08 PM
To: Madrid, Michael; batchbunch@cox.net batchbunch@cox.net
Cc: Bob Yarris; RDA; Allan Arthur; Neal Svalstad
Subject: RE: [External] Review Comments - Campo Road Corridor Revitalization Specific Plan

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Mike,

Thank you for taking the time to go over the plans. As shared in our meeting last week, I am born and raised literally in Casa De Oro. Deering Banjo Company had its first factory on Kenwood Drive having been founded in 1975. We are now the largest employer in Casa De Oro and still a local family business 46 years later. Artists such as Steve Martin, Mumford and Sons, Dropkick Murphys, Kevin Nealon, Zachary Quinto, Elle King, The Avett Brothers, Bela Fleck and many others play our banjos and have come to Casa De Oro just to visit our factory.

I am very concerned that the regulations being formulated are going to push us out of our home town. We have watched it happen to many manufacturers and suppliers we have worked with for years that were pushed out of Downtown San Diego as they went ahead with redoing it.

Please do not let this happen here.

We are a start to finish American Made product with full wood working and metal working machines, a spray booth, etc. We are a full manufacturing facility. In our building there are also three other long time San Diego manufacturers as well, one of them being a bicycle manufacturer, Holland Cycles. If bicycles are so important to the county, then they need a place to be built. They also have full machine and spray booth set-ups. Please include zoning for full manufacturing in this area. It keeps getting kicked out as part of “revitalizing” and soon there will be none left in California. Let’s work together to not let this happen.

Manufacturing is an important part of society. If the supply line shortages right now have taught us anything, we can see how detrimental it has been to let so much manufacturing be sent overseas.

Along with this, is allowing for the facility of community needs to happen smoothly. This being the flow of large delivery trucks that already have a time getting in and out to the local grocery stores. We ourselves have regular large semi trucks delivering wood and other materials, as well as FedEx trucks to pick up daily. They need to be able to fit into this plan and not cause traffic issues. The point brought up about Campo Road being the main route for emergency vehicles was a very good one, that needs to also be part of looking at varying kinds of traffic needs going through our corridor. More consideration and accommodation for this will allow the plan to get the results desired by all.

Thank you for your time and effort in this. Pleas feel free to reach out if you have any questions.

Jamie

Jamie Deering

CEO Deering Banjo Company

o 619-464-8252 | c 619-977-1133
www.deeringbanjos.com

From: Madrid, Michael <Michael.Madrid@sdcounty.ca.gov>
Sent: Wednesday, November 17, 2021 10:39 AM
To: batchbunch@cox.net batchbunch@cox.net <batchbunch@cox.net>
Cc: Bob Yarris <jake.318@cox.net>; RDA <roy@rdaviesarchitect.com>; Allan Arthur <agent_al@cox.net>; Jamie Deering <jamiedeering@deeringbanjos.com>; Neal Svalstad <nsvalstad@yahoo.com>
Subject: RE: [External] Review Comments - Campo Road Corridor Revitalization Specific Plan

Ed,

Thanks so much to you and the Alliance for sending these comments along. Staff and our consultants will be reviewing these comments and I'll be sure to reach out if we have any questions or need any clarification.

Thank you,

Mike Madrid, AICP
Land Use/Environmental Planner – Long Range Planning
County of San Diego
Planning & Development Services
5510 Overland Avenue, Ste. 310 | San Diego, CA 92123
Direct: (619) 964-6918 | michael.madrid@sdcounty.ca.gov

From: batchbunch@cox.net batchbunch@cox.net <batchbunch@cox.net>
Sent: Wednesday, November 17, 2021 10:24 AM
To: Madrid, Michael <Michael.Madrid@sdcounty.ca.gov>
Cc: Bob Yarris <jake.318@cox.net>; RDA <roy@rdaviesarchitect.com>; Allan Arthur <agent_al@cox.net>; Jamie Deering <jamiedeering@deeringbanjos.com>; Neal Svalstad <nsvalstad@yahoo.com>; Ed Batchelder <batchbunch@cox.net>
Subject: [External] Review Comments - Campo Road Corridor Revitalization Specific Plan

Good morning Mike,

Attached please find a submittal cover letter and Draft Specific Plan review comments from six Casa de Oro Alliance Board Members who are cc'd above.

We look forward to working with the County and MBI in review and response to our comments.

Please feel free to reach out to any of us if there are questions or clarifications needed regarding our individual comments.

Best, Ed Batchelder (CDOA Board Secretary)

Attachment F

Public Comment Revisions and Outcomes

ATTACHMENT F

Campo Road Corridor Revitalization Specific Plan – Public Review Revisions and Outcomes

Overview

During Public Review, comments were provided regarding the updated development standards, road safety, and Campo Road's proposed reconfiguration. Staff reviewed all the comments received, and the following is an overview of the more substantial revisions that were incorporated into the Specific Plan.

Bike Lanes

Comments Received

- Buffered bike lanes located next to moving car traffic are more dangerous for cyclists since cars frequently park illegally within these areas or use them illegally as an additional car lane. To better align with Vision Zero and have a bike lane that is safely usable by eight-year old's all the way to eighty-year old's, the bike lane should be located between the sidewalks and parking for cars.
- Why are buffered bike lanes proposed in favor of a sharrow? Should other routes i.e., Delores, Kenora and San Juan be used as (alternate) parallel primary bike routes, as the bike facilities consume a large amount of available travel way on Campo Road.
- Areas around Campo Road are hilly, and there are few bicyclists that ride their bikes on Campo Road today. Polls taken at previous outreach meetings show that residents are least interested in having bike lanes on Campo Road.

Considerations

- Campo Road currently features a painted 5' Class II bike lane along the road.
- The Public Review Draft of the Specific Plan proposed 9' Class II bike lanes with a 3' painted buffer between the travel lanes and on-street parking.
- Staff received several comments that residents wanted a safe corridor for walking, biking, and driving, and better connections between businesses.
- Painted bike lanes, even with additional width, are not accessible by users of all ages and all skills, as they are directly next to moving traffic.
- Through improving bicycle facilities and creating a safe route on Campo Road, ridership is anticipated to increase. The dramatic increase in electric bicycles, scooters, wheels, and micro transit in recent years is increasing ridership and range with the ability for greater speed and hill climbing.
- San Diego County Bicycle Coalition and Circulate SD both support bicycle circulation through the corridor.

Actions Taken

- In response, the Pre-Final Draft of the Specific Plan reconfigured the Campo Road concept to include physically protected Class IV bike lanes, located between on-street parking and the sidewalk to make the Corridor even more accessible and equitable to everyone.

- By placing the bike lane away from the moving traffic on Campo Road, the bike lane becomes more inclusive and inviting to all, while offering additional modes of transportation through the Corridor.

Center Median Treatments and Emergency Access

Comments Received

- Campo Road is a main route for emergency vehicles, the needs of fire and ambulance access should take priority.
- How does the Specific Plan address the issues and needs of larger trucks that service businesses in the area?

Considerations

- Campo Road currently features a two-way left turn center median, allowing drivers to access parking lots through the more than 70 driveways that exist on either side of the street, and creating hundreds of additional potential conflict points with other drivers, cyclists, and pedestrians.
- Staff has met with the San Diego Sheriff Department, the San Diego County Fire Protection District, and the San Miguel Fire Protection District to develop a roadway concept that could facilitate emergency response.

Actions Taken

- Staff worked with local fire and law enforcement to design 7-foot-wide medians that would prevent dangerous driving maneuvers, minimize the maintenance needed for emergency vehicle use, and feature painted sections allowing space for fire and law enforcement to respond to community calls and not disrupt the flow of traffic.
- These intermittent medians also allow for better emergency vehicle access and additional area for response staging without disrupting traffic in the travel lanes, while accommodating Class IV bike lanes.
- The road configuration and intersection traffic controls, including roundabouts, proposed in the Specific Plan are designed to accommodate delivery truck and fire truck movements.

Exterior Remodeling of Existing Structures

Comments Received

- There could be a potential for future property deterioration of existing structures due to businesses not wanting to go through a Site Plan process for needed exterior modifications or repairs.
- While we recognize the value in introducing uniform standards and consistent review processes and procedures for significant redevelopment projects, we worry that invoking heavy-handed procedures and imposition of the Plan to almost any update by an existing property owner is likely to be financially burdensome.

Considerations

- The County's Zoning Ordinance allows property owners to repair and remodel nonconforming structures up to 20% of the replacement valuation of the structure each

year with the necessary building permits, but without having to go through additional permitting processes such as a Site Plan.

- The Public Review Draft of the Specific Plan proposed requiring a Site Plan process for all exterior building modifications regardless of scope to attain the streetscape concept laid out in the Specific Plan in a shorter timeframe.

Actions Taken

- The Pre-Final Draft of the Specific Plan has been revised to allow for existing businesses in the Corridor to be able to repair and remodel their structures without having to go through a Site Plan approval process.
- This approach is consistent with the standards already set in the Zoning Ordinance.
- If minimum Zoning Ordinance thresholds are met for requiring a nonconforming structure to be brought into conformance with the zoning standards, the Specific Plan's standards must then be met.

Proposal to Add Mini-Warehousing as an Allowed Use

Comments Received

- A proposal to allow mini-warehousing uses was received by a property owner within the Specific Plan area, who intends to construct a private pickleball facility at 9545 Campo Road.
- The impetus behind this request to Staff was not to construct a mini-warehousing facility, but to serve as a "backup use" in the event of the pickleball business failure.
- This request was received by Staff after the conclusion of Public Review, which took place after several meetings, workshops, and presentations given in development of the Specific Plan.

Considerations

- The property owner has stated that additional funding through loans could be secured if mini-warehousing was an allowed use for their property.
- Staff met with this property owner and gave an overview of the extensive public outreach that had been completed for this project.
- The property's current zoning (C42) does not allow for mini-warehousing.
- Throughout the outreach efforts for the Specific Plan since 2017, no comments were received regarding the need or inclusion of mini-warehousing as an allowed use.
- While Staff does not believe mini-warehousing aligns with stated Vision and Goals proposed in the draft Specific Plan, Staff recommended to the property owner that they should engage with the community to receive feedback about adding this use.
- The property owner presented this proposal to both the Valle de Oro CPG and the Casa de Oro Alliance during August of 2022.

Actions Taken

- Given that Staff had not received Staff did not revise the Specific
- Neither the Casa de Oro Alliance nor the Valle de Oro CPG voted to support adding this use into the Specific Plan, and Staff also recommends that mini-warehousing not be allowed within the Specific Plan area.

San Juan Street and Kenora Drive

Comments Received

- Stakeholders want San Juan Street and Kenora Drive identified and included in the Specific Plan as they felt that the conditions of these roads (and alleys) are crucial to the success of Campo Road's revitalization and overall circulation.
- Comments also expressed concerns that not including these routes in the Specific Plan may prevent them from being included as part of future grant applications.
- These routes are too narrow and cannot support the new design standards set in the Specific Plan.

Considerations

- The basis of the Specific Plan is to focus on the revitalization of the area through objective design standards and a reconfiguration of Campo Road.
- San Juan Street and Kenora Drive are current alternative options for traveling through the corridor. San Juan Street is a partially private road, and Kenora is an alleyway.
- While the focus of this Specific Plan is on Campo Road, there are many design standards that are included to avoid having Kenora and San Juan becoming the "backside" of Campo Road.

Actions Taken

- A new strategy called "Cross Streets, Parallel Streets, and Alleys" was added to the Specific Plan that covers the cross streets that intersect with Campo Road, as well as the parallel streets and alleys directly adjacent to the Specific Plan area, including San Juan Street and Kenora Drive.
- These routes are not within the Specific Plan area boundary, but we have added this strategy to address overall circulation within the broader area.
- This strategy was developed and reviewed in collaboration with the Department of Public Works, and includes:
    - An overview of the existing conditions and characteristics of each route
    - Specifies the segments of these routes that the County maintains vs privately maintained
    - Outlines the steps involved in prioritizing the non-maintained segments toward being included in the County maintenance inventory.

Open Drainage Channels within Specific Plan Area

Comments Received

- Comments mentioned a lack of inclusion and/or planned improvement of open channel sections of main stormwater conveyance system south of Campo Rd.
- Stakeholders believe areas adjacent to open drainage channels to be an impediment to redevelopment of adjoining parcels and larger block.

Considerations

- The Specific Plan lies within "Special Drainage Area 1". This study identified potential actions for the area, including creating an existing drainage facility inventory, determining drainage needs based on future land uses, estimating construction costs for

those needs, and prioritizing the actions to implement the improvements. However, this Special Drainage Area study was conducted in 2007.

Actions Taken

- The Specific Plan identifies the open drainage channel challenges, and states that a new detailed study to analyze and propose drainage improvements in the area should be conducted.
- This updated study will be able to consider community resiliency, water quality events, post-fire debris flow, equity, and climate change.
- An implementation action was added to the Specific Plan to identify this update and would provide a new cost estimate and prioritization of the improvements to better inform future actions taken on these drainage channels.

Attachment G

Implementation Plan Action Tables

ATTACHMENT G

Campo Road Corridor Revitalization Specific Plan – Implementation Plan Action Tables

Overview

Adoption of this Specific Plan puts the Corridor, local community organizations, and the County in a better position to apply for and obtain grant funding for the improvements identified in the Plan. The Specific Plan lays the groundwork for community leadership and partnership in implementing the strategies, goals, and vision for the future development of the Corridor through a comprehensive long-term implementation plan. The implementation steps included in the Specific Plan can be categorized as either Funding and Management Mechanism Actions or Campo Road Reconfiguration Actions and are divided into short-, mid- and long-term strategies.

Funding and Management Mechanism Actions

The Specific Plan recommends the creation of one or more professionally managed districts such as a Business Improvement District (BID), a Community Facilities District (CFD), and/or an Enhanced Infrastructure Finance District (EIFD) to provide a mechanism to coordinate, develop, and maintain improvements and services or for the financing of public facilities and services. The Board provided $30,000 in one-time-only funding to conduct a survey of businesses and property owners to identify the interest level in forming a BID, CFD, EIFD, or other funding mechanism, the potential geographic boundaries of a district, and the communities' funding priorities. The boundaries of a future district would not be constrained to the Specific Plan area, and could be enlarged to include additional area, for example San Juan Street or Kenora Drive. This survey will commence after adoption of the Specific Plan and the results of the survey will inform the type of district or funding mechanism that is formed, the district formation costs, and service or funding priorities. The Planning Commission can recommend that the Board provide direction to pursue funding opportunities or allocate funding towards the formation of a district following the conclusion of the business and property owner survey.

Funding and Management Mechanism Actions			
	Action	**Estimated Cost (Available Funding)**	**Timing**
1.	Conduct Business & Property Owner Survey	$30,000 ($30,000 in OTO Funding)	3 months
2.	Formation of a Business Improvement District (BID)	$150,000	6 to 9 months
3.	Formation of a Community Facilities District (CFD)	$250,00 to $450,000	9 to 12 months
4.	Formation of an Enhanced Infrastructure Finance District (EIFD)	$250,000 to $450,000	10 to 18 months

Campo Road Reconfiguration Actions

The Specific Plan includes the conceptual design for the reconfiguration of Campo Road and a planning level estimate of cost to implement the proposed improvements in their ultimate form. Following adoption of the Specific Plan, the next steps to implement it would include preliminary engineering and design, final design, and construction of the road. Potential funding sources for these steps include but are not limited to active transportation program grants, TransNet Program grants, Community Improvement Programs, and the County's General Fund. The Planning Commission can recommend that the Board provide direction to pursue funding opportunities or allocate funding to complete the preliminary engineering and design, and/or construction of the road reconfiguration.

The Department of Public Works (DPW) Capital Improvement Program identifies improvements to roads and other County owned and operated facilities and the Capital Improvement Plan (CIP) includes a list of anticipated infrastructure projects over the next five years. The Campo Road Reconfiguration Project is not currently included in the Five-Year CIP for Fiscal Years 2021/22 to 2025/2026. These actions would prioritize the identification of funding for the design and construction of the proposed reconfiguration.

Campo Road Reconfiguration Actions			
	Action	**Estimated Cost (Available Funding)**	**Timing**
1.	Pursue CIP Prioritization through Valle de Oro CPG	No Additional Costs	-
2.	Pursue funding opportunities (grants) to conduct Preliminary Engineering and construction	No Additional Costs	Ongoing
3a.	Campo Road Reconfiguration Preliminary Engineering & Design (30% Design Drawings)	$1,072,000	1-2 Years*
3b.	Campo Road Reconfiguration Final Engineering, Design	$780,000	1-3 Years*
3c.	Campo Road Reconfiguration Construction & Construction Management & Support	$11,110,000	3 to 5 Years*
	TOTAL	**$12,962,000**	

*Timing dependent on funding availability.

Attachment H

Traffic Analysis and Parking Assessment

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TRAFFIC ANALYSIS AND PARKING ASSESSMENT

Casa de Oro Specific Plan

Prepared for:
County of San Diego
Planning & Development Services
5510 Overland Avenue
San Diego, CA 92123

July 28, 2021

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TABLE OF CONTENTS

Michael Baker INTERNATIONAL

LIST OF EXHIBITS

LIST OF TABLES

ATTACHMENTS

1 INTRODUCTION

This report summarizes existing transportation conditions within the Casa de Oro community located in the Valle de Oro Community Planning Area of San Diego County. The study area is focused along an approximate ¾-mile section of Campo Road in the commercial corridor between Granada Avenue and Rogers Road and includes five (5) stop-controlled intersections, seven (7) signalized intersections, and ten (10) roadway segments.

The existing conditions assessment considers the physical roadway conditions and intersection operations as well as the current pedestrian, bicycle, and transit facilities within the study area. In addition to the traffic operations analysis, this report also documents the parking conditions for on-street and off-street parking facilities serving the non-residential uses within the study area. A parking survey was conducted which collected existing inventory data as well as parking utilization in 1-hour increments for 7 hours. Existing parking supply rates and actual parking demand rates were calculated and compared to parking ratios per County code requirements.

1.1 STUDY AREA

The study evaluates the following twelve (12) intersections during the AM and PM peak hours within the study area:

1. Kenwood Drive / SR-94 Eastbound Ramps (All-Way Stop)
2. Kenwood Drive / SR-94 Westbound Ramps (All-Way Stop)
3. Kenwood Drive / Kenora Drive (One-Way Stop)
4. Campo Road / Kenwood Drive (Traffic Signal)
5. Campo Road / Conrad Drive (Traffic Signal)
6. Campo Road / Bonita Street (Traffic Signal)
7. Campo Road / Barcelona Street (Traffic Signal)
8. Campo Road / Cordoba Avenue (Two-Way Stop)
9. Campo Road / Granada Avenue / Casa de Oro Boulevard (Traffic Signal)
10. Campo Road / Agua Dulce Boulevard / SR-94 WB On-Ramp (Traffic Signal)
11. Campo Road / SR-94 Eastbound Ramps (Traffic Signal)
12. Agua Dulce Boulevard / SR-94 Westbound Off-Ramp (One-Way Stop)

The study also evaluates the following ten (10) roadway segments for average daily (24-hour) traffic volumes in the vicinity of the project site:

A. Kenwood Drive – SR-94 Westbound Ramps to Kenora Drive
B. Campo Road – Kenwood Drive to Conrad Drive
C. Campo Road – Conrad Drive to Bonita Street
D. Campo Road – Bonita Street to Barcelona Street
E. Campo Road – Cordoba Street to Granada Avenue / Casa De Oro Boulevard
F. Campo Road – Granada Avenue / Casa De Oro Boulevard to Agua Dulce Boulevard
G. Conrad Drive – Campo Road to San Juan Street
H. Barcelona Street – Dolores Street to Campo Road
I. Casa De Oro Boulevard – East of Ramona Drive

J. Ramona Drive – South of Casa De Oro Boulevard

Exhibit 1 shows the study intersections, roadway segments, and extents of the parking survey.

1.2 SURROUNDING ROADWAY NETWORK

The characteristics of the roadway system in the vicinity of the project site are described below:

Campo Road is oriented in the east-west direction and is classified as a 4-lane Boulevard with Intermittent Turn Lanes (4.2B) per the Valle de Oro Mobility Element. A two-way-left-turn-lane is provided approximately 400 feet west of Kenwood Drive to approximately 230 feet east of Granada Avenue / Casa de Oro Boulevard with left-turn turn lanes at signalized intersections. Within the study area, the posted speed limit is 35 MPH between Kenwood Drive and Granada Avenue / Casa de Oro Boulevard; 40 MPH between Granada Avenue / Casa de Oro Boulevard and Agua Dulce Boulevard and 45 MPH south-east of the SR-94. On-street parallel parking is prohibited in both directions within the study area. Class II bike lanes and sidewalks are provided on both sides of the roadway.

Kenwood Drive is oriented in the northeast-southwest direction and is classified as a 4-lane Major Road with Intermittent Turn Lanes (4.1B) between the SR-94 and Campo Road per the Valle de Oro Mobility Element. On-street parallel parking is prohibited in both directions within the study area. Class II bike lanes are provided on both sides of the roadway. Sidewalks are provided on the east side between the SR-94 eastbound ramps and Kenora Drive only.

Conrad Drive is oriented in the north-south direction and is classified as a 2-lane Light Collector (2.2E) per the Valle de Oro Mobility Element. There are two lanes in the northbound direction immediately north of Campo Road, which taper to a single lane north of San Juan Street (approximately 550') Within the study area, the posted speed limit is 35 MPH. On-street parallel parking is allowed intermittently in both directions between Campo Road and Spring Valley Middle School. There are no bike lanes provided within the study area. Sidewalks are provided on both sides of the roadway between Campo Road and Spring Valley Middle School. There are no sidewalks north of the school.

Barcelona Street is oriented in north-south direction and is classified as a 2-lane Light Collector (2.2E) per the Valle de Oro Mobility Element. Barcelona Street provides a connection for residents south of SR-94 to the commercial corridor via a freeway underpass. Within the study area, the posted speed limit is 25 MPH. On-street parallel parking is allowed in both directions between north and south of Campo Road. There are no bike lanes provided within the study area and sidewalks are provided on both sides of the roadway.

Casa de Oro Boulevard is oriented in the east-west direction and is an unclassified Local Public Road. Within the study area, the posted speed limit is 25 MPH. There are no bike lanes provided within the study area and sidewalks are provided on both sides of the roadway between Campo Road and San Juan Street only.

Exhibit 2 shows the Valle de Oro Community Plan Mobility Element Network. **Attachment A** shows the associated Mobility Element Network Map and Matrix.

1.3 FIELD WORK AND DATA COLLECTION

A detailed field review was conducted in November 2019 to establish current traffic conditions and included an examination of the following factors:

- Lane widths and intersection geometries
- Intersection traffic control and signal phasing at signalized locations
- Crosswalk inventory and ADA compliance
- Posted speed limits
- Bike and sidewalk facilities
- Transit facilities

To determine the existing operations of the study intersections and roadway segments, peak hour intersection movement counts and directional roadway segment traffic counts were collected on Tuesday, November 12, 2019.

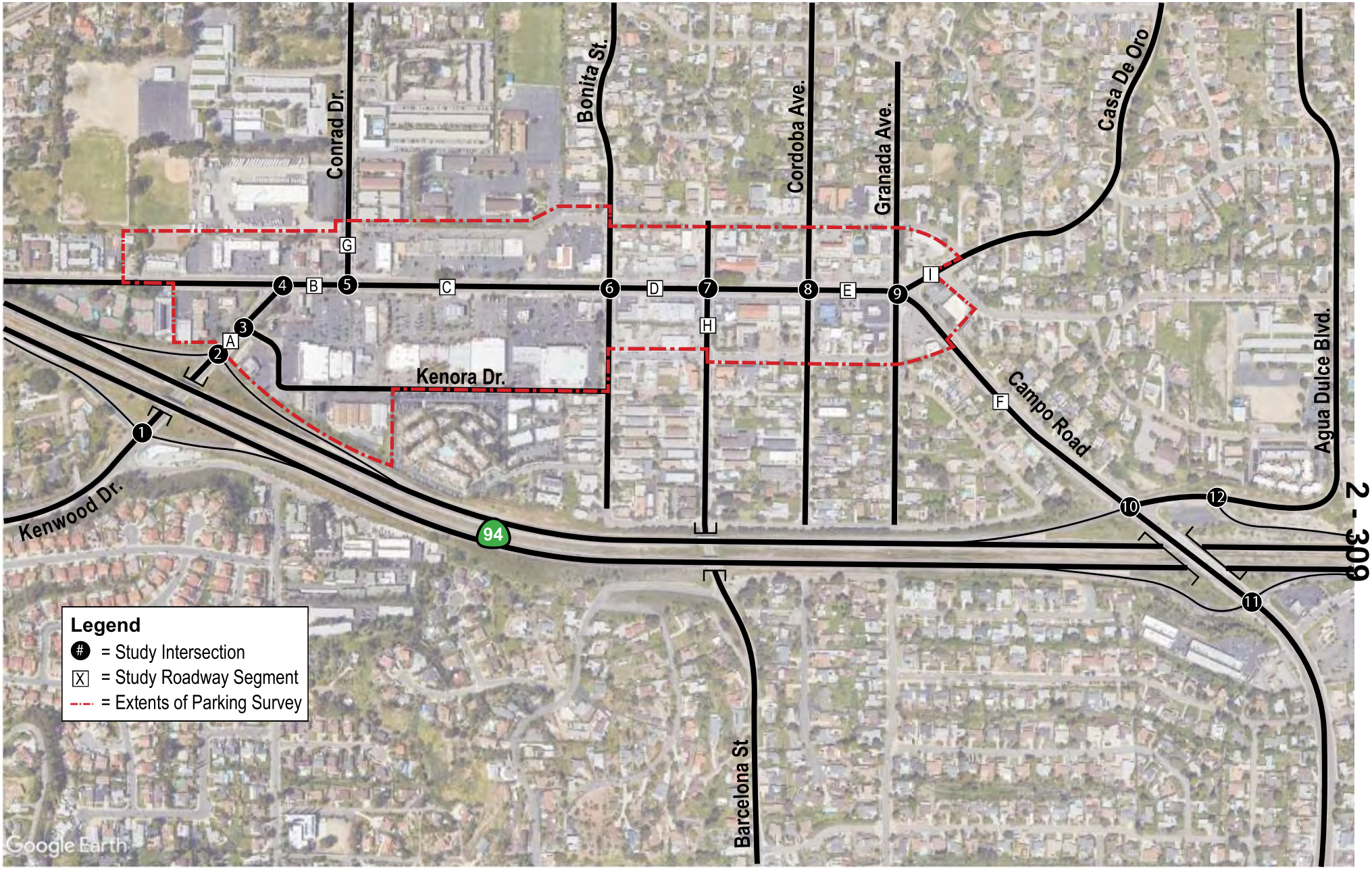
Morning (AM) peak period counts were generally collected between 7:00 AM to 9:00 AM and evening (PM) peak period counts were generally collected from 4:00 PM to 6:00 PM. The counts used in this analysis represent the highest hour within the peak periods counted for each intersection.

Of the 12 24-hour roadway segments counts, 10 locations were broken down into axle specific classifications (i.e. passenger vehicle, bus, 2/3/4+ axle trucks). For the purposes of this analysis, roadway segment counts were converted to passenger car equivalents (PCE's).

Detailed traffic count data is provided in **Attachment B**.

A detailed parking inventory and parking utilization survey was conducted for on-street and off-street parking facilities serving non-residential land uses on Friday, December 13, 2019. The parking inventory identified regular parking spaces, ADA spaces, time-restricted spaces, and other posted restricted parking. The parking utilization survey was conducted over a 7-hour period from 10:00 AM to 5:00 PM where parking data was collected at 1-hour intervals.

Detailed parking utilization data is contained in **Attachment C**.



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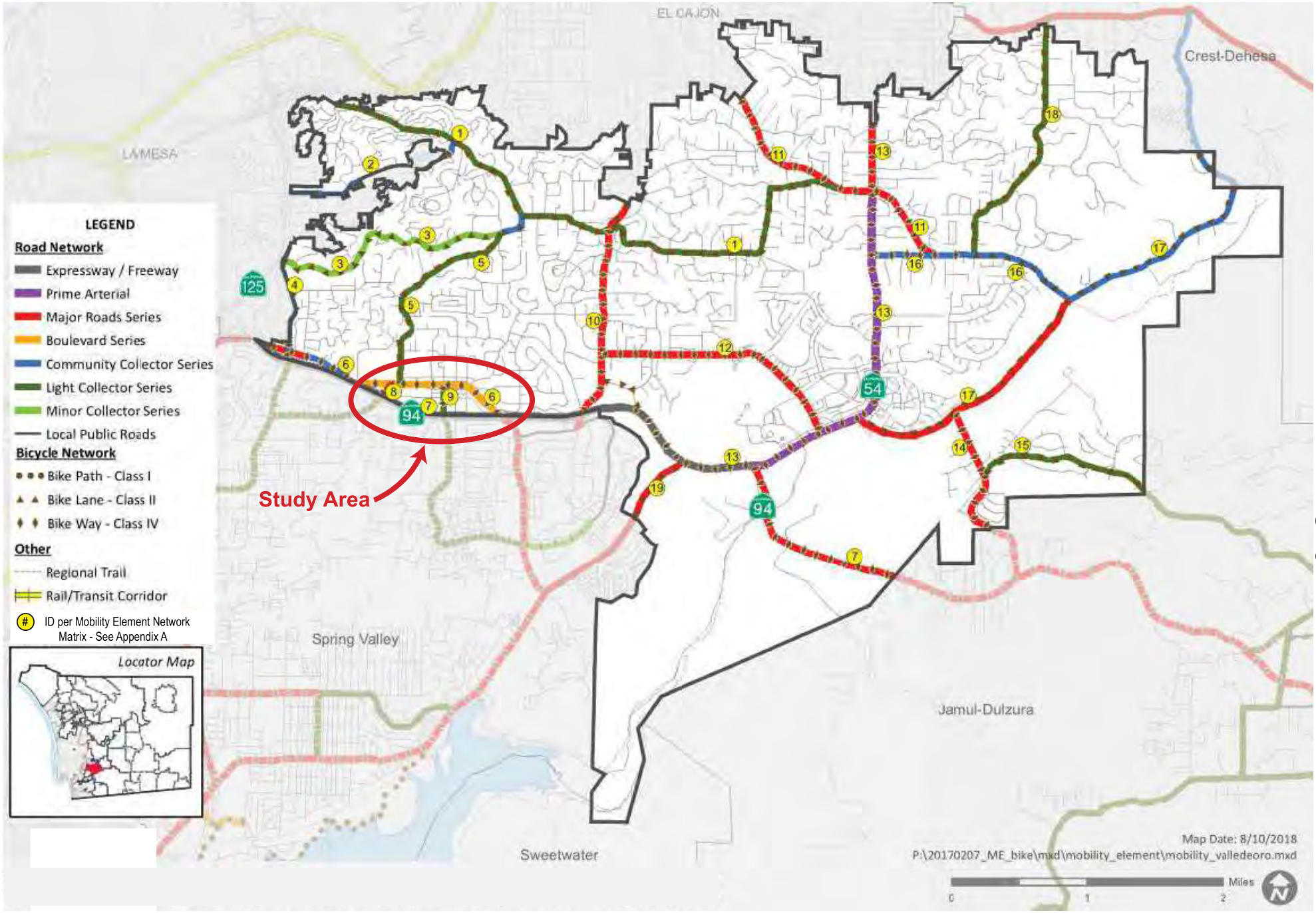
Study Area

Exhibit 1



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Valle de Oro Mobility Element Network

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Exhibit 2

2 EXISTING TRAFFIC CONDITIONS

2.1 ROADWAY SEGMENT EVALUATION

2.1.1 Roadway Segment Analysis Methodology

The basis for roadway segment analysis is the relationship between the measured daily traffic volume and the Level of Service (LOS) capacity thresholds established according to roadway classifications. The analysis results provide a planning-level assessment of whether a segment is under, approaching, or over capacity. The County of San Diego has adopted level of service "D" or better as acceptable operating conditions for roadway segments; however, the Valle de Oro Mobility indicates LOS "F" is accepted for the segment of Campo Road between Kenwood Drive and Conrad Drive. **Table 1** presents the roadway segment capacity thresholds by LOS contained in the San Diego County Public Road Standards.

TABLE 1- LOS CRITERIA FOR ROADWAY SEGMENTS

Mobility Element Roads		No. of Travel Lanes	Maximum Level of Service Capacity (ADT)				
			LOS A	LOS B	LOS C	LOS D	LOS E
Expressway (6.1)		6	36,000	54,000	70,000	86,000	108,000
Prime Arterial (6.2)		6	22,000	37,000	44,600	50,000	57,000
Major Road	With Raised Medians (4.1A)	4	14,800	24,700	29,600	33,400	37,000
	With Intermittent Turn Lanes (4.1B)		13,700	22,800	27,400	30,800	34,200
Boulevard	With Raised Medians (4.2A)	4	18,000	21,000	24,000	27,000	30,000
	With Intermittent Turn Lanes (4.2B)		16,800	19,600	22,500	25,000	28,000
Community Collector	With Raised Medians (2.1A)	2	10,000	11,700	13,400	15,000	19,000
	With Continuous Turn Lanes (2.1B)		3,000	6,000	9,500	13,500	19,000
	With Intermittent Turn Lanes (2.1C)		3,000	6,000	9,500	13,500	19,000
	With Improvement Options (2.1D)		3,000	6,000	9,500	13,500	19,000
	No Median (2.1E)		1,900	4,100	7,100	10,900	16,200
Light Collector	With Raised Medians (2.2A)	2	3,000	6,000	9,500	13,500	19,000
	With Continuous Turn Lanes (2.2B)		3,000	6,000	9,500	13,500	19,000
	With Intermittent Turn Lanes (2.2C)		3,000	6,000	9,500	13,500	19,000
	With Improvement Options (2.2D)		3,000	6,000	9,500	13,500	19,000
	No Median (2.2E)		1,900	4,100	7,100	10,900	16,200
	With Reduced Shoulders (2.2F)		5,800	6,800	7,800	8,700	9,700
Minor Collector	With Raised Medians (2.3A)	2	3,000	6,000	7,000	8,000	9,000
	With Intermittent Turn Lanes (2.3B)		3,000	6,000	7,000	8,000	9,000
	No Median (2.3C)		1,900	4,100	6,000	7,000	8,000
Non-Mobility Element Roads		**No. of Travel Lanes**	**Maximum Level of Service Capacity (ADT)**				
			LOS A	**LOS B**	**LOS C**	**LOS D**	**LOS E**
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	-	-

Source: County of San Diego Public Road Standards (March 2012)

2.1.2 Roadway Segment Level of Service

Exhibit 3 shows the street segment classification within the study area.

Level of Service (LOS) for roadway segments are calculated based on the capacity of the roadway determined by the existing functional classification and existing daily traffic volumes. Existing traffic counts were converted to passenger car equivalents (PCE's) using the following PCE factors from the SANDAG *2050 Regional Travel Demand Model Documentation* (2011):

- Passenger Car = 1.0
- 2-Axle Truck = 1.3
- 3-Axle Truck = 1.5
- 4+ Axle Trucks = 2.5

Table 2 summarizes existing conditions average daily traffic level of service for all study roadway segments.

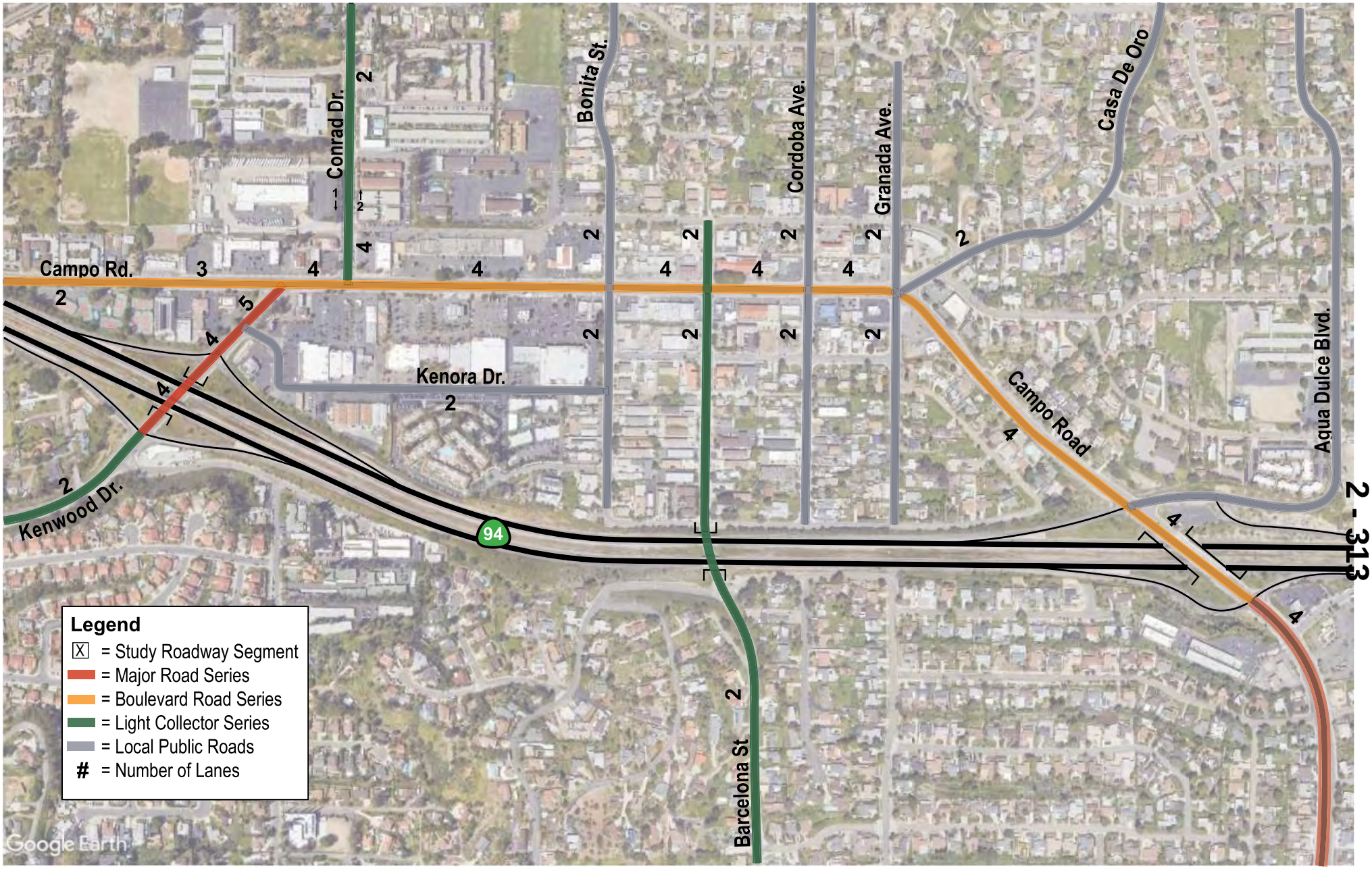
TABLE 2 - EXISTING CONDITIONS ROADWAY SEGMENT LOS

Roadway	Segment	Classification	No. Lanes	LOS E Capacity [1]	Existing		
					ADT	V/C	LOS
Kenwood Dr.	SR-94 WB Ramps to Kenora Dr.	Major Road with Intermittent Turn Lanes (4.1B)	4	34,200	23,207	0.68	C
Campo Rd.	Kenwood Dr. to Conrad Dr.	Boulevard with Intermittent Turn Lanes (4.2B)	4	28,000	24,390	0.87	D
	Conrad Dr. to Bonita St.	Boulevard with Intermittent Turn Lanes (4.2B)	4	28,000	19,890	0.71	C
	Bonita St. to Barcelona St.	Boulevard with Intermittent Turn Lanes (4.2B)	4	28,000	17,708	0.63	B
	Cordoba St. to Granada Ave./Casa de Oro Blvd.	Boulevard with Intermittent Turn Lanes (4.2B)	4	28,000	13,227	0.47	A
	Granada Ave./Casa de Oro Blvd. to Agua Dulce Blvd.	Boulevard with Intermittent Turn Lanes (4.2B)	4	28,000	14,282	0.51	A
Conrad Dr.	Campo Rd. to San Juan St.	Light Collector (2.2E)	2	16,200	6,007	0.37	C
Barcelona St.	Dolores St. to Campo Rd.	Light Collector (2.2E)	2	16,200	6,975	0.43	C
Casa de Oro Blvd.	East of Ramona Dr.	Residential Collector	2	4,500	2,572	Under Capacity	
Ramona Dr.	South of Casa de Oro Blvd.	Residential Collector	2	4,500	1,286	Under Capacity	

Note: Deficient roadway segment operations shown in **bold**
LOS= Level of Service
ADT= Average Daily Traffic
V/C= Volume to Capacity Ratio
[1] Capacity for a Residential Collector reflects LOS C thresholds per Non-Mobility Element Roads shown in Table 1

As shown in **Table 2**, all study roadway segments are currently operating at an acceptable level of service (LOS D or better) for Existing conditions.

Roadway segment level of service standards based on daily traffic are generally used as long-range planning guidelines to determine the roadway capacity and classification and are not always accurate indicators of roadway performance. Typically, the performance and level of service of a roadway segment is heavily influenced by traffic flows during the peak hour and the ability of intersections to accommodate peak hour flows. Therefore, peak hour operating conditions at the signalized and unsignalized intersections within the study area were also evaluated.



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Street Segment Classifications

Exhibit 3

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2.2 INTERSECTION EVALUATION

2.2.1 Intersection Analysis Methodology

Level of Service (LOS) is commonly used as a qualitative description of intersection operation and is based on the capacity of the travel lanes approaching the intersection, the volume of traffic using the intersection, and the average vehicle delay. The intersection analysis conforms to the operational analysis methodology outlined the *Highway Capacity Manual (HCM 6th Edition)* and performed utilizing the *Synchro 10* traffic analysis software.

The *HCM* analysis methodology describes the operation of an intersection using a range of level of service from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding stopped delay experienced per vehicle for study intersections as shown in **Table 3**.

For signalized intersections, signal timing data and parameters such as cycle lengths, splits, clearance intervals, etc. were obtained from the current signal timing data sheets provided by City staff and incorporated into the Synchro model (see **Attachment D**). Synchro reports average vehicle delay for a signalized intersection, which correspond to a particular LOS, to describe the overall operation of an intersection.

Unsignalized intersection LOS for all-way stops is based on the average vehicle delay for all approaches. Average vehicle delay for one-way or two-way stop-controlled intersections is influenced by available gaps in traffic flow on the non-controlled approaches and LOS is based on the approach with the worst delay.

The County of San Diego has adopted level of service "D" or better as acceptable operating conditions for intersections.

TABLE 3 - LEVEL OF SERVICE & DELAY RANGE

Level of Service	Control Delay (seconds/vehicle)		Description
	Signalized Intersections	Unsignalized Intersections	
A	≤ 10.0	≤ 10.0	Operates with very low delay and most vehicles do not stop.
B	> 10.0 to 20.0	> 10.0 to 15.0	Operates with good progression with some restricted movements.
C	> 20.0 to 35.0	>15.1 to 25.0	Operates with significant number of vehicles stopping with some backup and light congestion.
D	> 35.0 to 55.0	> 25.0 to 35.0	Operates with noticeable congestion, longer delays occur, and many vehicles stop.
E	> 55.0 to 80.0	> 35.1 to 50.0	Operates with significant delay, extensive queuing and unfavorable progression.
F	> 80.0	> 50.0	Operates at a level that is unacceptable to most drivers. Arrival rates exceed capacity of the intersection. Extensive queuing occurs.

Source: Highway Capacity Manual (HCM) 6th Edition.

2.2.2 Peak Hour Intersection Level of Service

Exhibit 4 shows the Existing study intersection lane geometry. **Exhibit 5** shows the AM and PM peak hour traffic volumes at the study intersections.

Table 2 summarizes existing conditions AM/PM peak hour level of service for all study intersections. Detailed analysis sheets are contained in **Attachment E**.

TABLE 4 - EXISTING AM/PM PEAK HOUR INTERSECTION LOS

Study Intersection	Traffic Control	Existing Conditions					
		AM			PM		
		Delay[1]	-	LOS	Delay[1]	-	LOS
1 - Kenwood Drive / SR-94 EB Ramps	AWSC	28.5	-	D	31.5	-	D
2 - Kenwood Drive / SR-94 WB Ramps	AWSC	**79.3**	-	**F**	23.9	-	C
3 - Kenwood Drive / Kenora Drive	OWSC	**106.8**	-	**F**	**69.1**	-	**F**
4 - Campo Road / Kenwood Drive	Signal	25.8	-	C	26.1	-	C
5 - Campo Road / Conrad Drive	Signal	23.6	-	C	17.7	-	B
6 - Campo Road / Bonita Street	Signal	13.2	-	B	12.0	-	B
7 - Campo Road / Barcelona Street	Signal	18.3	-	B	12.7	-	B
8 - Campo Road / Cordoba Avenue	TWSC	**270.4**	-	**F**	21.9	-	C
9 - Campo Road / Granada Avenue / Casa de Oro Blvd	Signal	**72.6**	-	**E**	23.5	-	C
10 - Campo Road / Agua Dulce Blvd / SR-94 WB On-Ramp	Signal	**68.5**	-	**E**	**61.2**	-	**E**
11 - Campo Road / SR-94 EB Ramps	Signal	33.9	-	C	33.7	-	C
12 - Agua Dulce Blvd / SR-94 WB Off-Ramp	OWSC	**256.0**	-	**F**	14.3	-	B

Note: Deficient intersection operation indicated in **bold**.
[1] Average seconds of delay per vehicle.
LOS = level of service.
AWSC = All-Way Stop Control
TWSC = Two-Way Stop Control
OWSC = One-Way Stop Control

As shown in **Table 2**, six study intersections are currently operating at an acceptable level of service (LOS D or better) for Existing conditions and the following intersections are currently operating at a deficient level of service (LOS E or F):

2. Kenwood Drive / SR-94 Westbound Ramps (AM Peak Hour Only)
3. Kenwood Drive / Kenora Drive (AM & PM Peak Hours)
8. Campo Road / Cordoba Avenue (AM Peak Hour Only)
9. Campo Road / Granada Avenue / Casa de Oro Boulevard (AM Peak Hour Only)
10. Campo Road / Agua Dulce Boulevard / SR-94 WB On-Ramp (AM & PM Peak Hours)
12. Agua Dulce Boulevard / SR-94 WB Off-Ramp (AM Peak Hour Only)

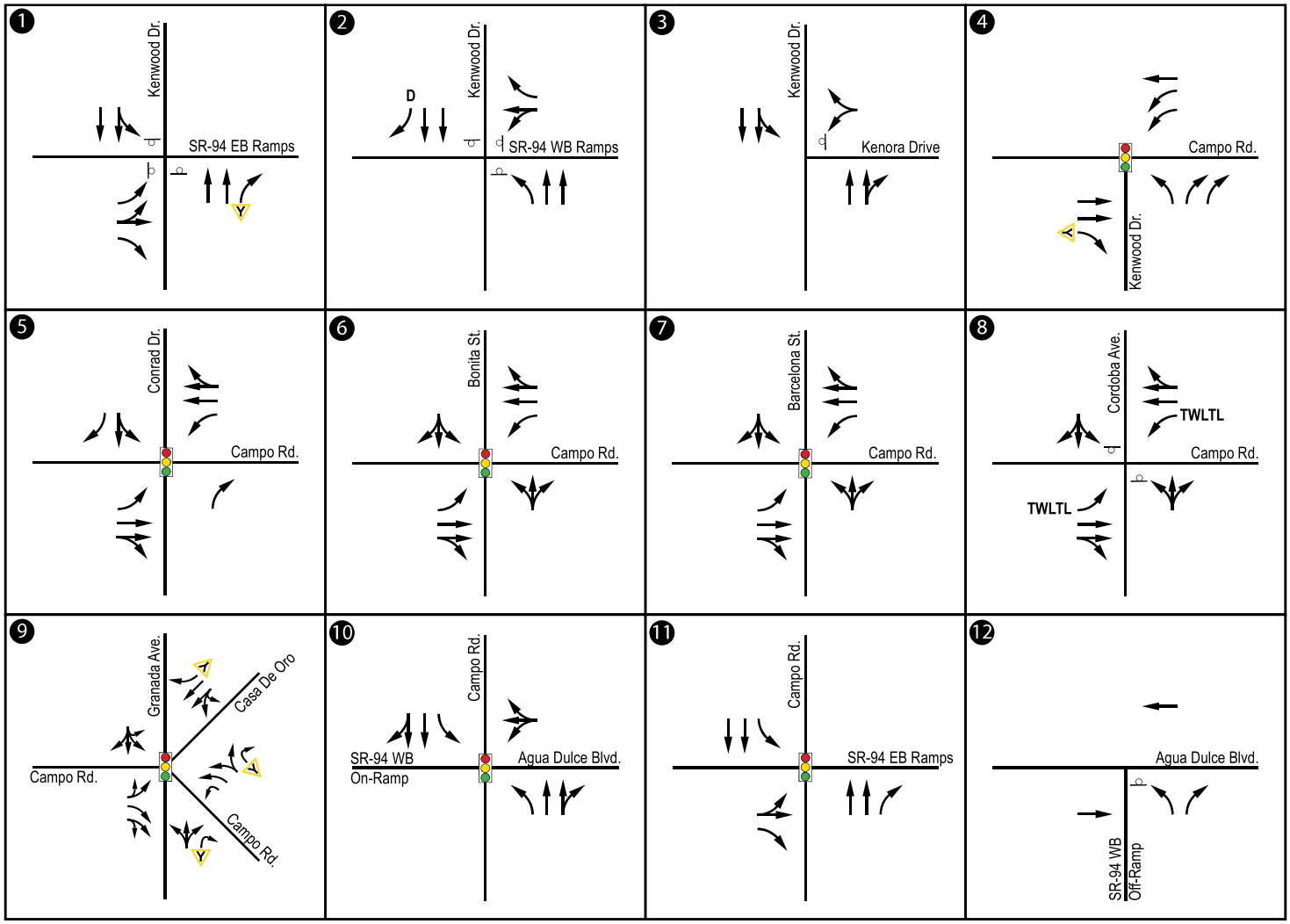
While not reflected in the level of service analysis, there are other abnormal intersection features that effect the operations of several intersections as described below.

At the intersection of Campo Road and Kenwood Drive, there are two uncontrolled driveways in the middle of the intersection on the north side. There are no signal heads, crosswalks, or pedestrian signal heads for these driveways, and they are signed as “right-turn only” for exiting vehicles. There are also no turn movements designated into the driveways from the eastbound or northbound directions (i.e. no

pavement markings or signal heads). The westbound approach can turn right into these driveways from the through-lane. The existing peak hour counts showed a total 3 vehicles in the AM peak hour and 1 vehicle in the PM peak hour entering the driveways. There were no vehicles exiting the driveways during either peak hour. While these unusual driveway related access features and traffic movements exist, the intersection analysis shows this location operating at acceptable levels of service during the AM and PM peak hours.

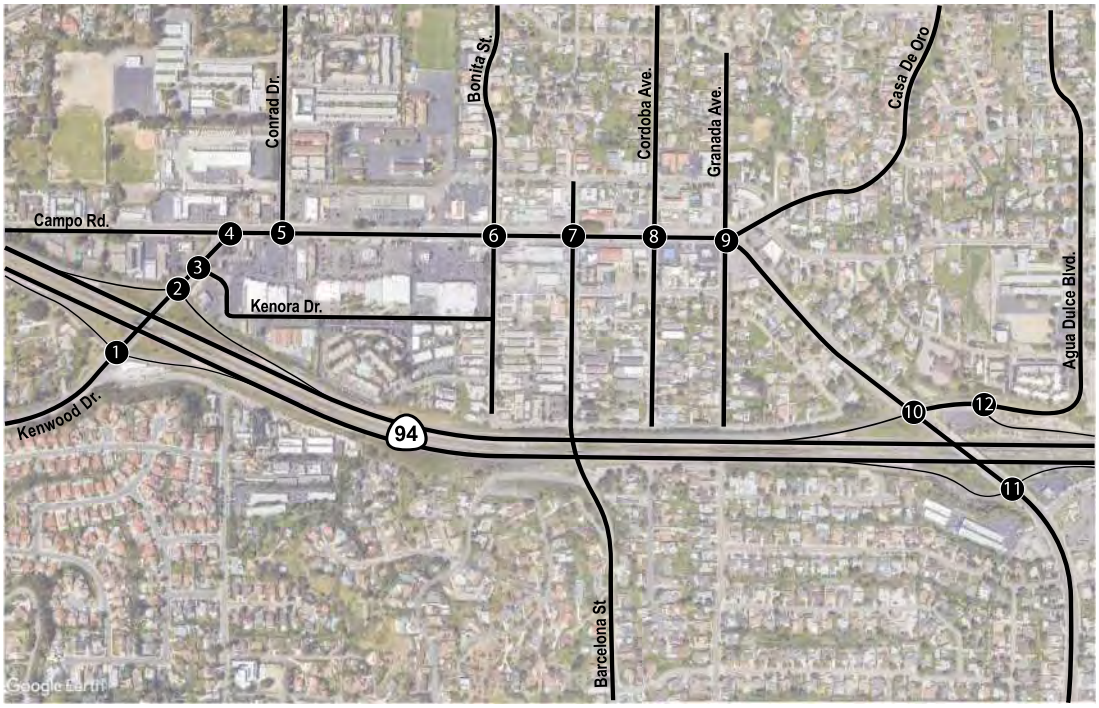
Similarly, the intersection of Campo Road at Conrad Drive has an uncontrolled driveway on the south side of the intersection with no signal heads, crosswalks, or pedestrian signal heads. While the driveway is signed as a "right-turn only" for exiting vehicles, existing peak hour counts show 2 vehicles making illegal turn movements (1 through, and 1 left-turn) out of the driveway. There were 562 vehicles in the AM peak hour and 612 vehicles in the PM peak hour turn right out of the driveway. There was a total of 20 vehicles in the AM peak hour and 42 vehicles in the PM peak hour entering the driveway. There are designated turn movements from all approaches to enter the driveway. While these unusual driveway related access features and traffic movements exist, the intersection analysis shows this location operating at acceptable levels of service during the AM and PM peak hours.

Lastly, the intersection of Campo Road at Granada Avenue / Casa de Oro Boulevard is a signalized 5-legged intersection. The through movement is prioritized for Campo Road (north-westbound to westbound and westbound to south-eastbound) movements. Granada Avenue and Casa de Oro Boulevard are considered minor streets and the signal is split-phased for these approaches; that is each individual minor street approach is given a protected green signal indication for all movements at that approach. While traffic flows well through the intersection, the amount of time needed to serve all movements requires a long cycle-length and this causes vehicles at the intersection to experience long average delays and a deficient level of service during the AM peak hour.



Legend

= Signal Control Intersection
= Stop Control Intersection
Y = Yield Control Movement
TWLTL = Two-Way-Left-Turn-Lane
D = Defacto Turn-Lane



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Study Intersection Lane Geometry

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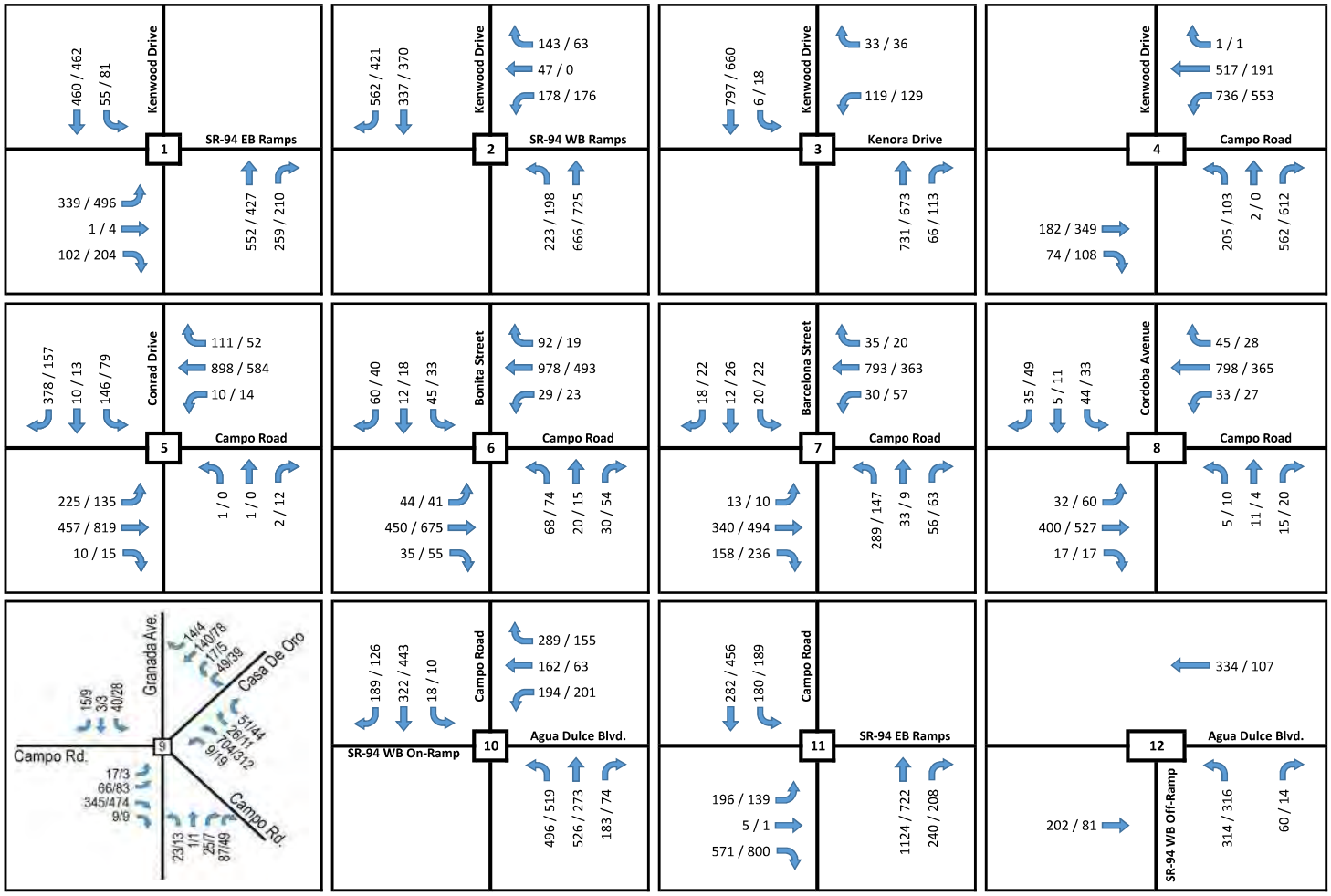
Exhibit 4



Notes: **XX / XX = AM / PM Peak Hour Volumes**

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Existing AM/PM Peak Hour Volumes

Exhibit 5

2.3 EXISTING PEDESTRIAN FACILITIES

Existing peak hour pedestrian activity was recorded on Tuesday, November 12, 2019. Based on the existing counts, pedestrian activity on Campo Road during the AM peak hour peaks at the Conrad Drive westside crosswalk with 84 pedestrians crossing Campo Road. During the PM Peak hour, pedestrian activity peaks at the Kenwood Drive/ SR-94 Eastbound Ramp intersection where 20 pedestrians cross the on-ramp.

Exhibits 6a-6f illustrate the existing activity as well as the current pedestrian facilities within the study area. The types of facilities shown include the following:

- Sidewalks
- Ped Ramps
- Marked Crosswalks
- Pedestrian Push Buttons (at signalized intersections)
- Pedestrian Signal Heads (at signalized intersections)

Within the study area, there are approximately a combined 70 driveways on the north and south sides of Campo Road within a 2/3 mile stretch between Rogers Road and Granada Avenue. On average, this is approximately one driveway every 50 feet. The high frequency of driveways along the corridor creates numerous conflict points between motorists, pedestrians, and bicyclists and the excessive curb cuts prevent landscaping, lighting, and parking. All driveways are paved concrete and appear to meet County standards. **Exhibit 7** shows all of the driveway locations on Campo Road.

In addition to the conflict points caused by the driveways, the existing retaining walls within the shopping centers prevent pedestrian and vehicular connectivity between adjacent properties. These barriers impede access, complicate circulation, and generate additional traffic from the increased turn movements to and from Campo Road.

2.3.1 Sidewalks

Campo Road – Sidewalks are provided on both sides of Campo Road between Kenwood Drive and Casa de Oro Boulevard. On the westerly side of the study area, sidewalks terminate approximately 400' feet west of Kenwood Drive on the north side of Campo Road and approximately 525' west of Kenwood Drive on the south side of Campo Road. To the east, there is a gap in the sidewalk for approximately 0.2 miles between Casa de Oro Boulevard and Agua Dulce Boulevard on the northeast side of Campo Road. On the southwest side of Campo Road, there is a gap in the sidewalk between the SR-94 ramps across the bridge.

Sidewalks are generally 6 feet wide along Campo Road, however they are reduced to as little as 3 feet where transit stops have benches

Kenwood Drive – Within the study area, sidewalks are provided on the southeast side of Kenwood Drive with the exception of approximately 185' between Kenora Drive and Campo Road. There are no sidewalks on the northwest side of Kenwood Drive.

Conrad Drive – Within the study area, sidewalks are provided on both sides of the street between Campo Road and the north boundary of Spring Valley Middle School. There are no sidewalks on Conrad Drive north of the school.

Bonita Street – Within the study area, sidewalks are provided on both sides of the street between Buena Vista Drive and San Juan Street.

Barcelona Street – Within the study area, sidewalks are provided on both sides of the street between Buena Vista Drive and San Juan Street. There are no sidewalks on Barcelona Street south of Buena Vista Drive.

Cordoba Avenue – Within the study area, sidewalks are provided on both sides of the street between Buena Vista Drive and San Juan Street.

Granada Avenue – Within the study area, sidewalks are provided on both sides of the street between Buena Vista Drive and Dolores Street. There are no sidewalks on Granada Avenue on either side of the street between Dolores Street and Buena Vista Drive.

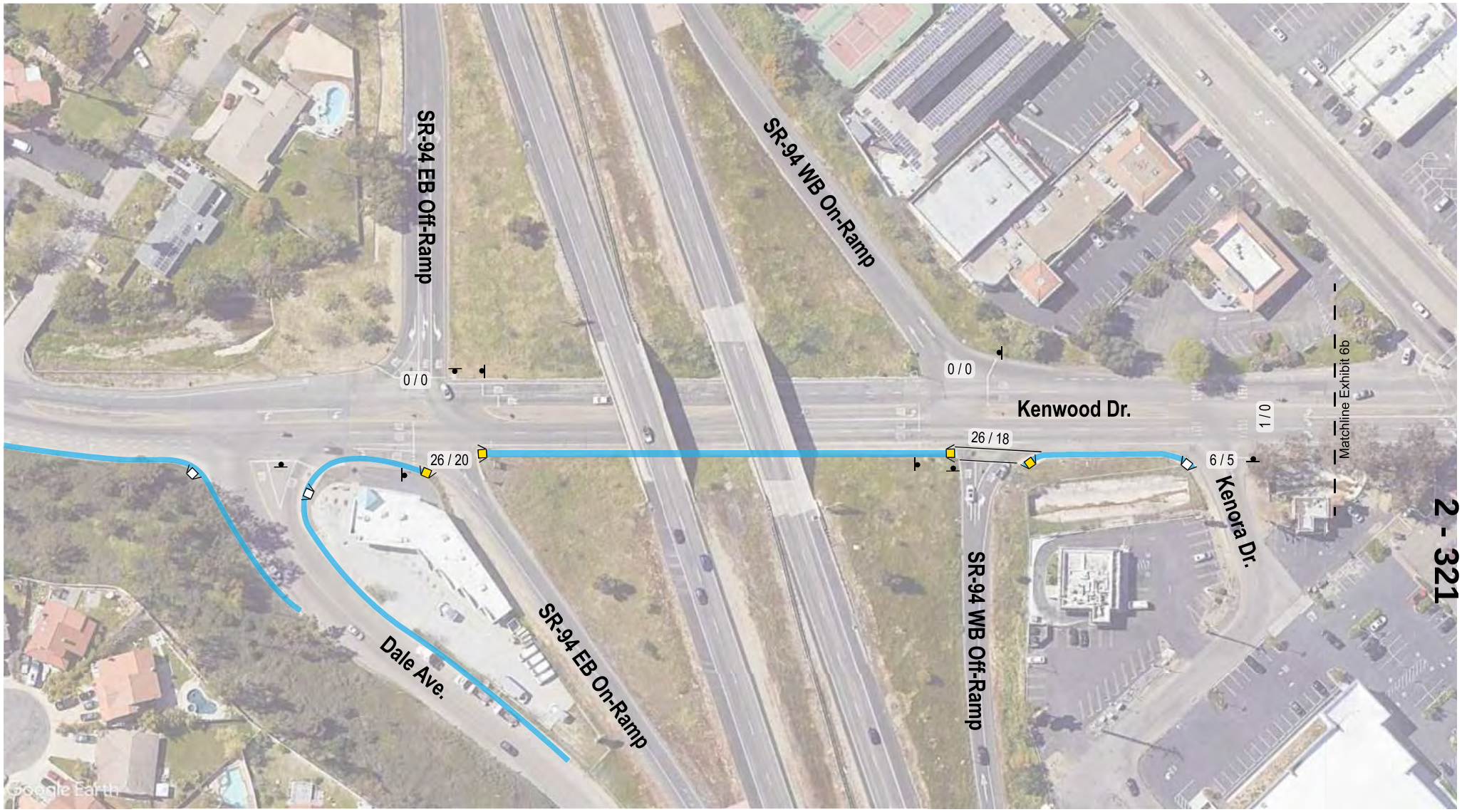
Casa de Oro Boulevard – Within the study area, sidewalks are provided on both sides of the street between Campo Road and San Juan Street. East of San Juan Street sidewalks are intermittent within the residential neighborhoods with many gaps.

2.3.2 Crosswalks

Standard marked crosswalks are provided at all signalized intersections with the exception of the intersection of Campo Road and Barcelona Street. At the intersections of Campo Road at Conrad Drive and Bonita Street, marked crosswalks are only provided across Campo Road and do not exist across the minor streets. Throughout the corridor, many of the crosswalk pavement markings are beginning to fade and need to be restriped.

Near Spring Valley Middle School, there are two mid-block, controlled crossings with flashing beacon warnings on Conrad Drive at the north and south limits of the school. These locations are striped as continental crosswalks with pedestrian push buttons that control the overhead flashing beacons as well as ADA compliant ramps with truncated domes.

At the easterly end of the study area, there are continental crosswalks across Casa de Oro at San Juan Street as well as across Ramona Drive at Casa de Oro. These locations, however, do not have any ramps and pedestrians must step off of the curb into the street.



2 - 321

Legend

- = Existing Sidewalk
- = Ped. Ramp
- = Ped. Ramp with Truncated Domes
- = Marked Crosswalk
- = Signal Controlled Intersection
- = Stop Controlled Intersection
- = Ped.Push Button (non-ADA)
- = Ped. Push Button (ADA)
- = Ped. Signal Head
- CT = Ped. Signal Head with Countdown
- #/# = AM / PM Peak Hour Ped. Volumes
- = Bus Stop

Not to Scale

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Existing Pedestrian Facilities & AM/PM Peak Hour Pedestrian Volumes

Exhibit 6a

January 2020
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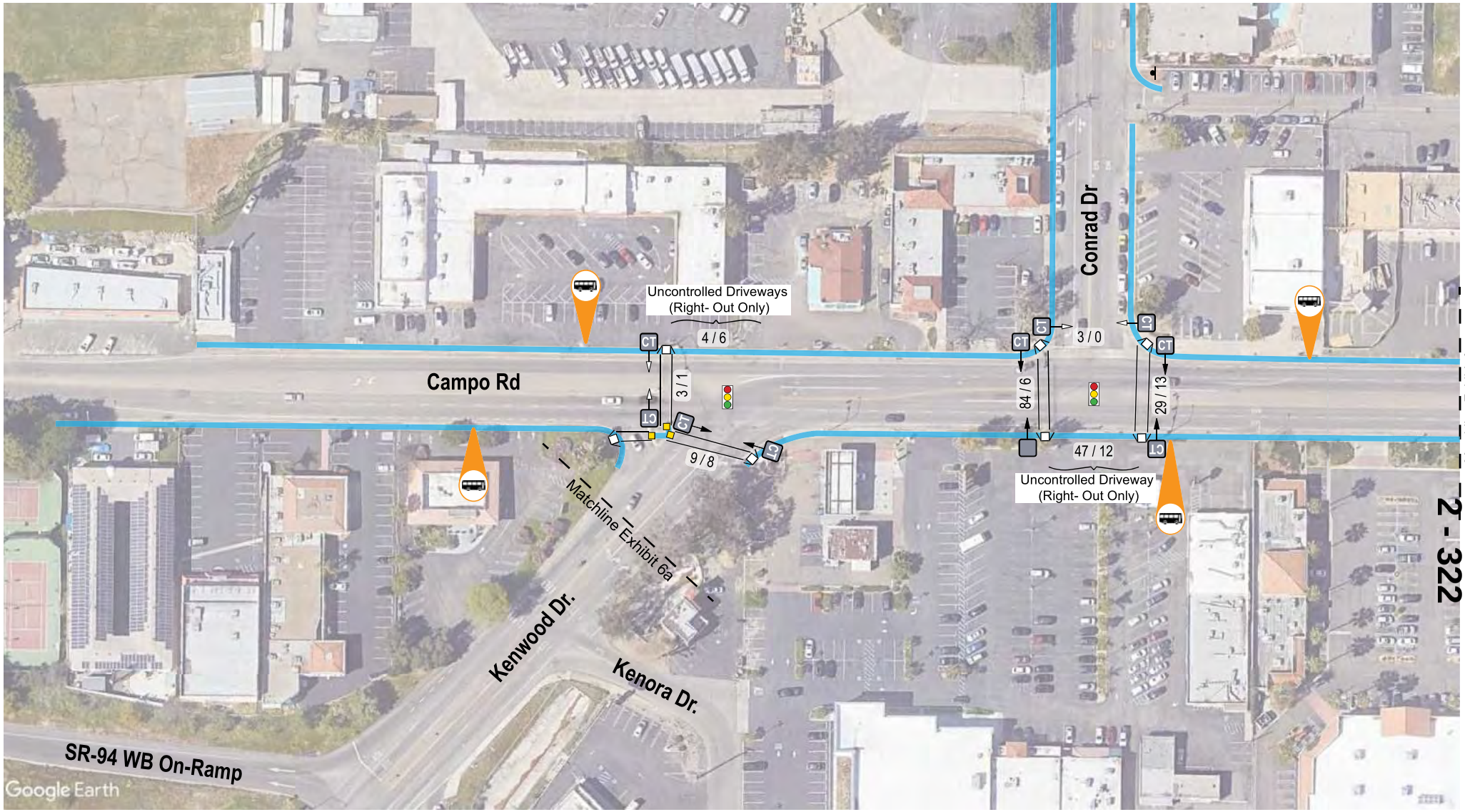

Legend

- = Existing Sidewalk
- = Ped. Ramp
- = Ped. Ramp with Truncated Domes
- = Marked Crosswalk
- = Signal Controlled Intersection
- = Stop Controlled Intersection
- = Ped.Push Button (non-ADA)
- = Ped. Push Button (ADA)
- = Ped. Signal Head
- CT = Ped. Signal Head with Countdown
- #/# = AM / PM Peak Hour Ped. Volumes
- = Bus Stop

Not to Scale

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Existing Pedestrian Facilities & AM/PM Peak Hour Pedestrian Volumes

Exhibit 6b

January 2020
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Legend

- = Existing Sidewalk
- = Ped. Ramp
- = Ped. Ramp with Truncated Domes
- = Marked Crosswalk
- = Signal Controlled Intersection
- = Stop Controlled Intersection
- = Ped.Push Button (non-ADA)
- = Ped. Push Button (ADA)
- = Ped. Signal Head
- CT = Ped. Signal Head with Countdown
- #/# = AM / PM Peak Hour Ped. Volumes
- = Bus Stop

Not to Scale

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Existing Pedestrian Facilities & AM/PM Peak Hour Pedestrian Volumes

Exhibit 6c

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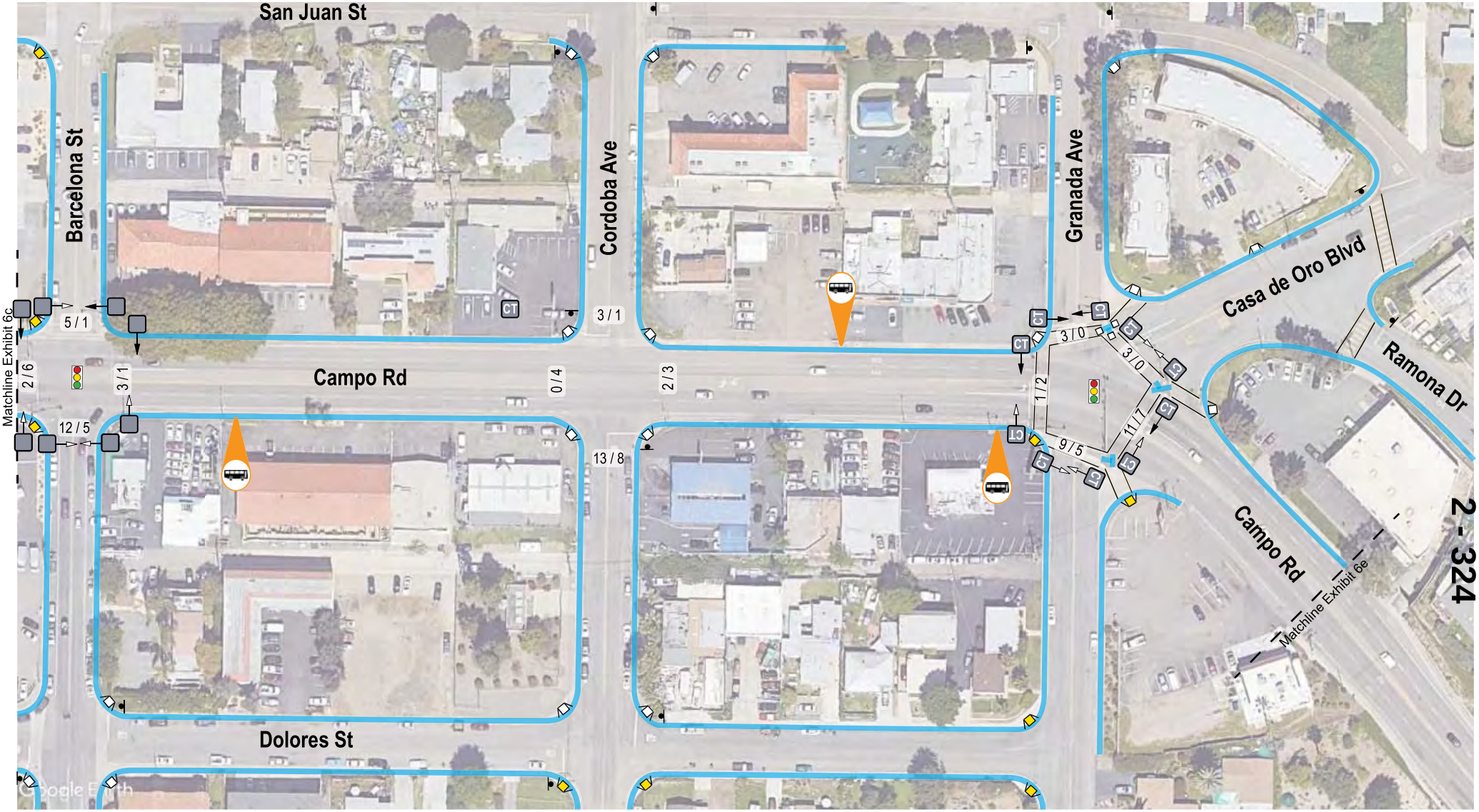

Legend

- = Existing Sidewalk
- = Ped. Ramp
- = Ped. Ramp with Truncated Domes
- = Marked Crosswalk
- = Signal Controlled Intersection
- = Stop Controlled Intersection
- = Ped.Push Button (non-ADA)
- = Ped. Push Button (ADA)
- = Ped. Signal Head
- CT = Ped. Signal Head with Countdown
- #/# = AM / PM Peak Hour Ped. Volumes
- = Bus Stop

Not to Scale

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Existing Pedestrian Facilities & AM/PM Peak Hour Pedestrian Volumes

Exhibit 6d

January 2020
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Legend

- = Existing Sidewalk
- = Ped. Ramp
- = Ped. Ramp with Truncated Domes
- = Marked Crosswalk
- = Signal Controlled Intersection
- = Stop Controlled Intersection
- = Ped.Push Button (non-ADA)
- = Ped. Push Button (ADA)
- = Ped. Signal Head
- CT = Ped. Signal Head with Countdown
- #/# = AM / PM Peak Hour Ped. Volumes
- = Bus Stop

Not to Scale

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Existing Pedestrian Facilities & AM/PM Peak Hour Pedestrian Volumes

Exhibit 6e

January 2020
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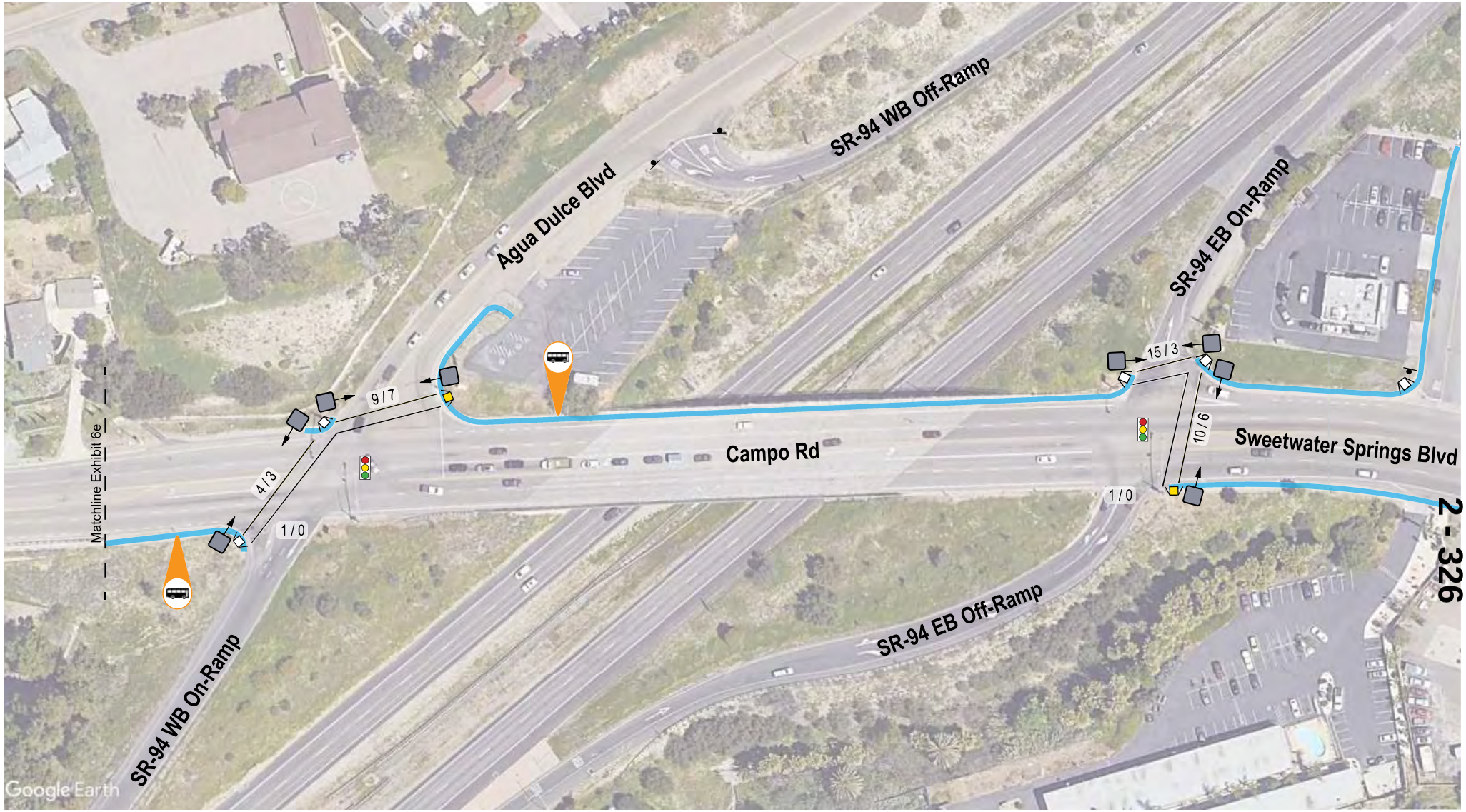

Legend

- = Existing Sidewalk
- = Ped. Ramp
- = Ped. Ramp with Truncated Domes
- = Marked Crosswalk
- = Signal Controlled Intersection
- = Stop Controlled Intersection
- = Ped.Push Button (non-ADA)
- = Ped. Push Button (ADA)
- = Ped. Signal Head
- CT = Ped. Signal Head with Countdown
- #/# = AM / PM Peak Hour Ped. Volumes
- = Bus Stop

Not to Scale

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Existing Pedestrian Facilities & AM/PM Peak Hour Pedestrian Volumes

Exhibit 6f

January 2020
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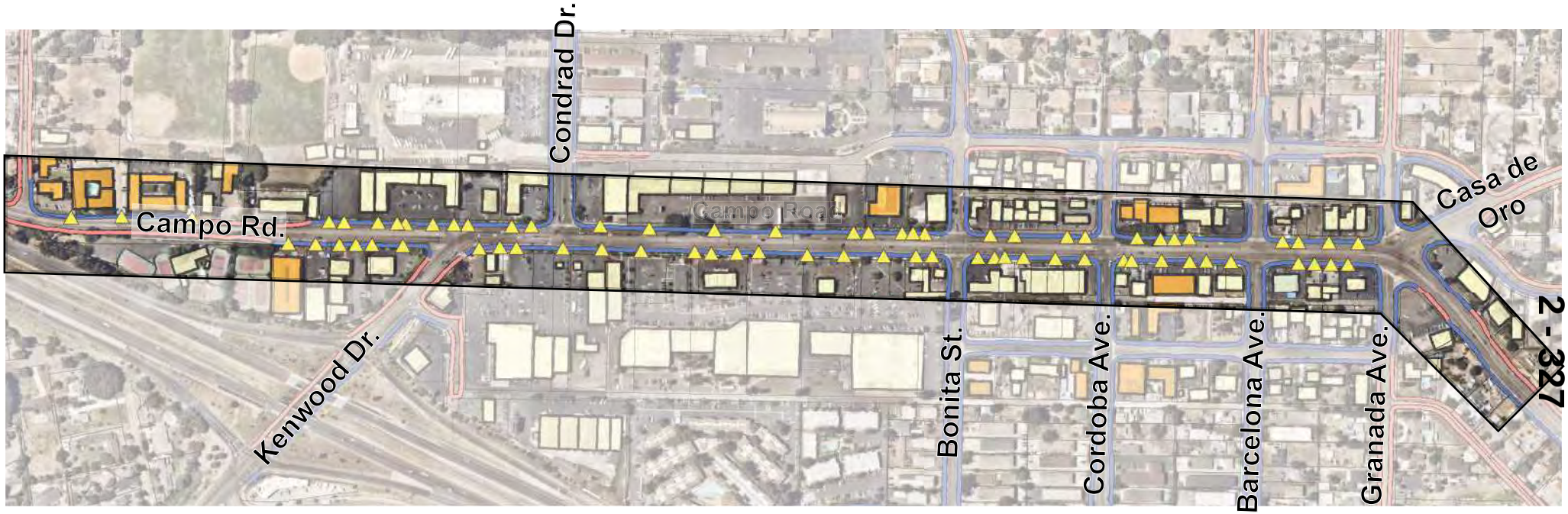

Legend

= Existing Sidewalk

= No Sidewalk

= Existing Driveways

Not to Scale

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Driveway Locations on Campo Road

January 2020

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Exhibit 7

2.3.3 ADA Facilities

The majority of the signalized intersections within the study area have controlled crossings as discussed above; however, these crossings are only partially ADA compliant. It should be noted that none of these crossings have audible cues or any other non-visual indicators.

Exhibits 6a-6f show the existing pedestrian facilities and include the following factors that have been considered in evaluating whether a crossing is considered ADA compliant:

TABLE 5 - ADA FACTORS

ADA Facility	Evaluation Factor
Pedestrian Ramp	Presence of Truncated Domes
Pedestrian Push Button	2" Diameter
Pedestrian Signal Head	Presence of Countdown Timer

Along Campo Road, the following intersections have truncated domes:

- Campo Road / Kenwood Drive – Pedestrian Refuge (southwest corner) only
- Campo Road / Barcelona Street – Northwest and Southwest corners only
- Campo Road / Granada Avenue / Casa de Oro Boulevard – Southwest and Southeast corners only

It should be noted that the northeast and southeast corners of intersection of Campo Road and Barcelona Street do not have any pedestrian ramps for the north/south crossing of Campo Road. There are pushbuttons and pedestrian signal heads, but no ramps.

The presence of ADA compliant pedestrian push buttons that are considered "accessible" (2 inches in diameter) are intermittent within the study area. Of the 36 pedestrian push buttons on Campo Road between Kenwood Drive and Granada Avenue / Casa de Oro Boulevard, only 13 buttons are "accessible".

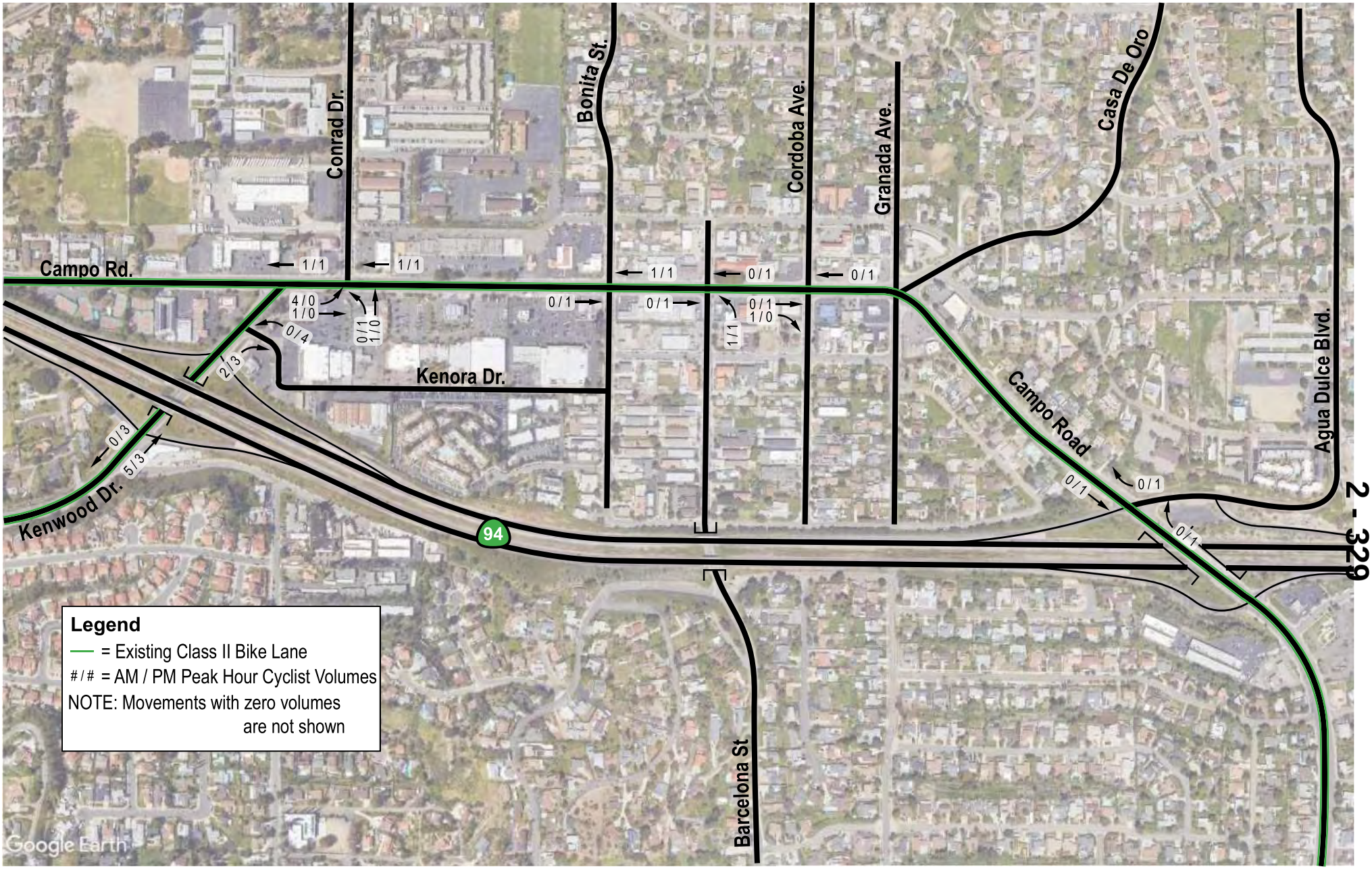
The presence of countdown timers on pedestrian signal heads are prevalent within the study area. Of the 36 pedestrian signal heads on Campo Road between Kenwood Drive and Granada Avenue / Casa de Oro Boulevard, 27 signal heads have a countdown timer. The only location without countdown timers in the study area is at Campo Road and Barcelona Street.

2.4 EXISTING BICYCLE FACILITIES

Existing peak hour bicycle activity was recorded on Tuesday, November 12, 2019. Based on existing counts during the AM peak hour, bicycle activity peaks near the southern extents of study area on Kenwood Drive (5 bicycles northbound). In the PM Peak hour, bicycle activity peaks near Kenora Drive (4 bicycles on westbound Kenora).

Within the study area, Class II bike lanes are provided on Kenwood Drive and on Campo Road on both sides of the street. These bike lanes are consistently 5 feet in width with the exception of a portion of Kenwood Drive between Kenora Drive and Campo Road where the bike lane is reduced to 4 feet on the east side. There are no buffers separating bicyclists from vehicles on Kenwood Drive or Campo Road.

Exhibit 8 shows the existing bicycle facilities as well as the peak hour bicyclist volumes.



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Existing Bicycle Facilities & Cyclist Peak Hour Volumes

January 2020
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Exhibit 8

2.5 EXISTING TRANSIT FACILITIES

The Metropolitan Transit System (MTS) operates the local bus service within the Valle de Oro Community. MTS Route 855 travels along Campo Road as shown in **Exhibit 9** connecting La Mesa, Casa de Oro, Spring Valley, and Rancho San Diego. Destinations on Route 855 include Campo Road, Casa de Oro Plaza, Monte Vista High School, and Sweetwater Springs Boulevard. The bus route travels between the Spring Street Trolley Station (with connections to Route 851 and the Orange Line Trolley), and Rancho San Diego (with connections to Route 856 at Jamacha Boulevard and Lamplighter Village Drive).

Full service is provided Monday through Friday with reduced service on weekends and holidays. According to the MTS website, the average headways on a weekday is approximately 30 minutes between 6:04 AM and 10:51 PM in the eastbound direction. In the westbound direction, the bus operates between 5:02 AM and 9:19 PM with approximately 30 minute headways.

Within the study area, there are 14 bus stops along Campo Road (7 eastbound & 7 westbound). None of the bus stop locations have shelters or maps/wayfinding information. The following amenities are provided:

- Trash Receptacle (7 of 14 locations)
- Bench Seating (11 of 14 locations)
- Lighting (6 of 14 locations)

None of the bus stop locations have dedicated lighting, however 6 of the 14 locations have adjacent street lights or traffic signal poles with a luminaire mast arm.

The available amenities at each bus stop are summarized in **Table 6** and **Exhibit 10**.

TABLE 6 - EXISTING BUS STOP AMENITIES ALONG CAMPO ROAD

ID	Bus Stop	Direction	Available Amenities			
			Sign	Trash Recepticle	Bench	Lighting
1	Kenwood Drive	EB	✓	✓		
2	Kenwood Drive	WB	✓	✓		
3	Conrad Drive	EB	✓		✓	✓
4	Conrad Drive	WB	✓		✓	
5	Bonita Street	EB	✓		✓	✓
6	Bonita Street	WB	✓	✓	✓	✓
7	Barcelona Street	EB	✓			✓
8	Barcelona Street	WB	✓		✓	
9	Granada Avenue	EB	✓	✓	✓	✓
10	Granada Avenue	WB	✓	✓	✓	
11	Agua Dulce Boulevard	SB	✓		✓	
12	Agua Dulce Boulevard	NB	✓		✓	✓
13	Sweetwater Springs @ Campo Road	SB	✓	✓	✓	
14	Sweetwater Springs @ Del Rio	NB	✓	✓	✓	

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MTS Route 855 - Spring St. Trolley to Rancho San Diego

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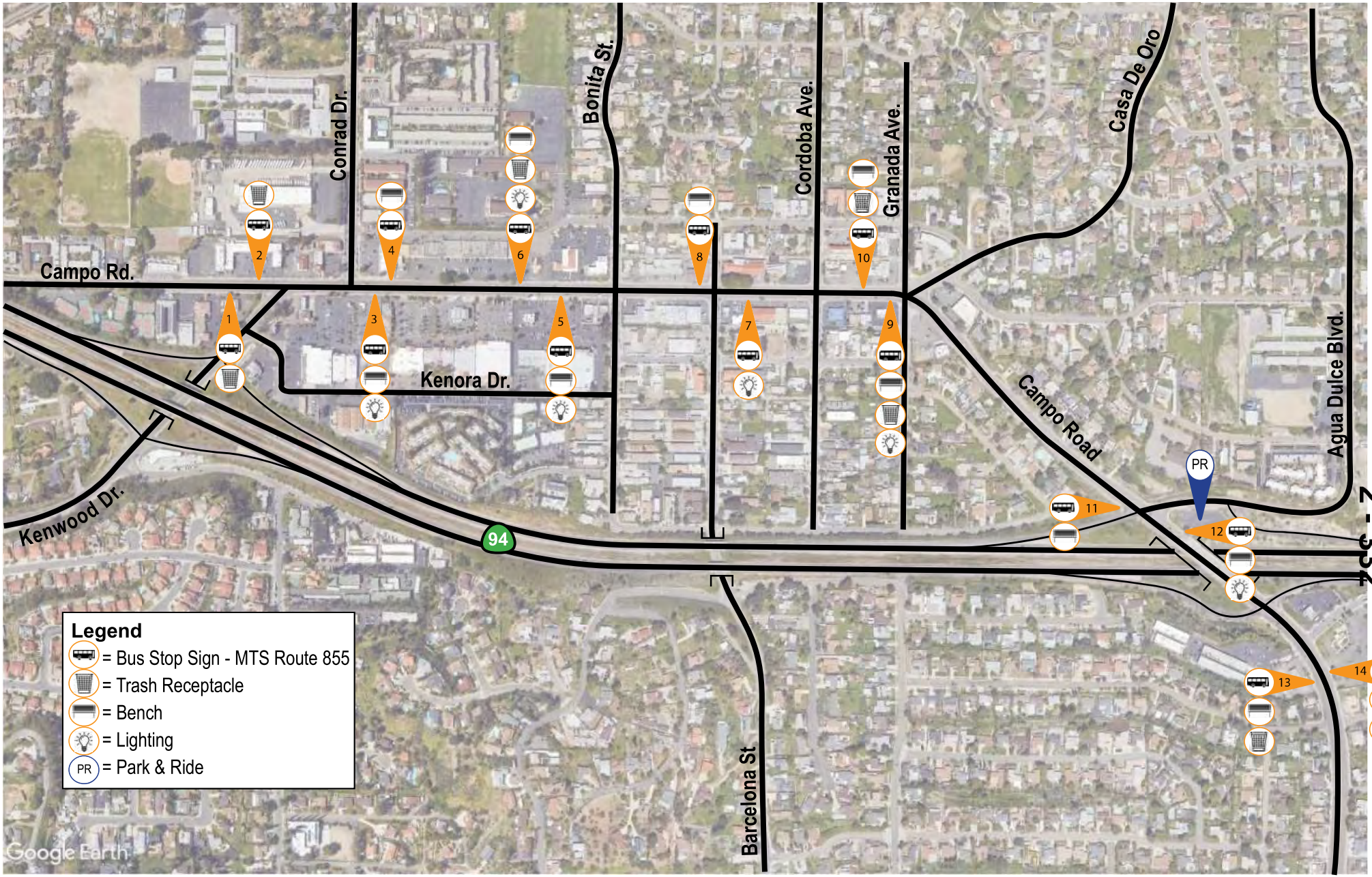
Exhibit 9



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Existing Bus Stops & Amenities

Exhibit 10

3 EXISTING PARKING ASSESSMENT

3.1 DATA COLLECTION

A detailed parking utilization survey was conducted in and around the Casa de Oro community on Friday, December 13, 2019. The counts were conducted in December to document the peak season parking demand. The parking survey was conducted for 7 hours from 10:00 AM to 5:00 PM with utilization data collected every hour.

Exhibits 11a and **11b** show the parking survey zones included in the survey. For the purposes of this study, the study area was broken up into a total of 72 parking survey zones. The general extents of the survey included 60 off-street parking lots on non-residential parcels along Campo Road between Rodgers Road and Granada Avenue / Casa de Oro Boulevard. In addition, 12 road segments with on-street parking block faces were included along both sides of the following minor streets:

- Conrad Avenue (Campo Road to San Juan Street)
- Bonita Street (Dolores Street to San Juan Street)
- Barcelona Street (Dolores Street to San Juan Street)
- Cordoba Avenue (Dolores Street to San Juan Street)
- Granada Avenue (Dolores Street to San Juan Street)

Appendix C contains detailed parking inventory and survey data.

3.2 PARKING SURVEY

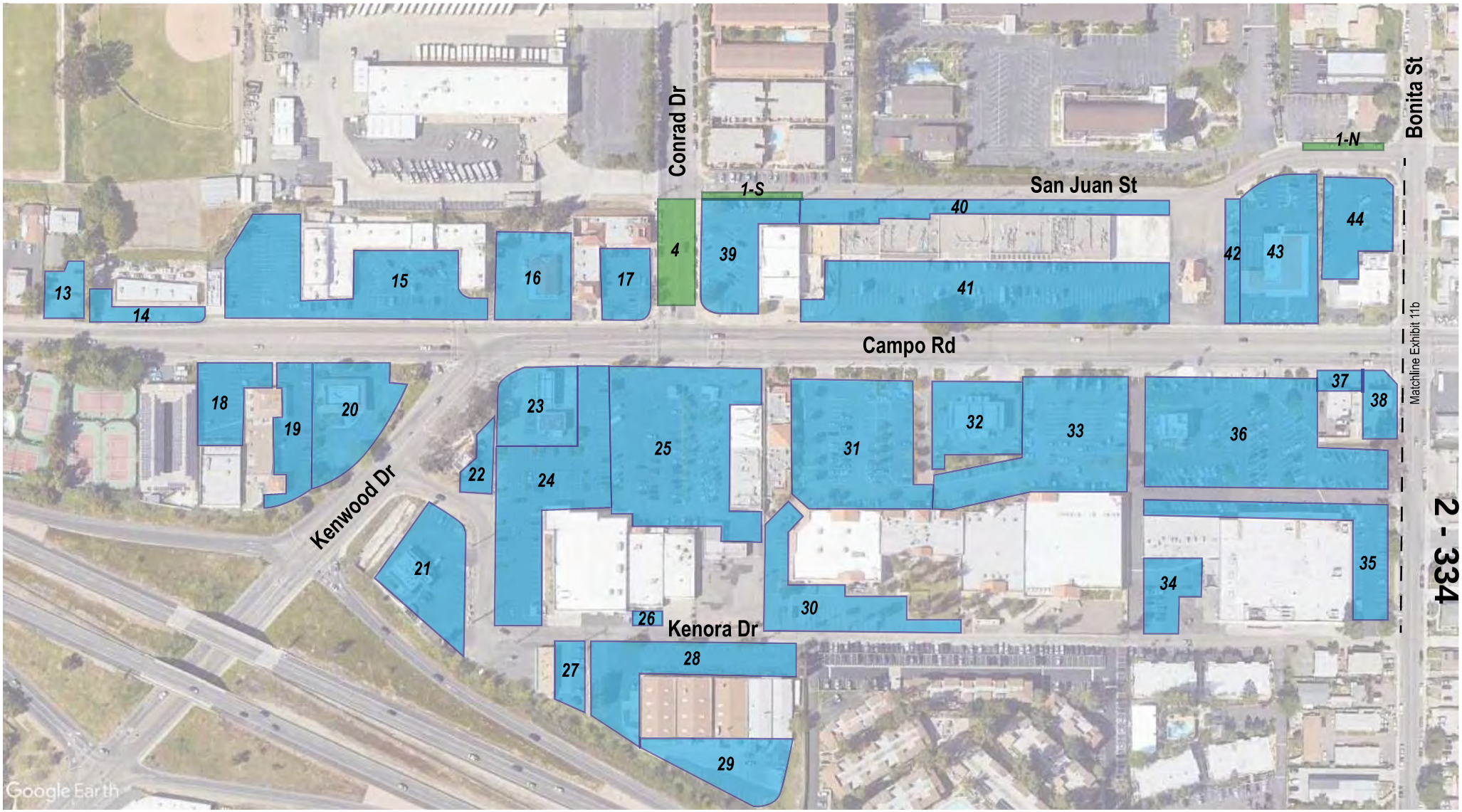
3.2.1 Parking Inventory

The survey included an inventory of the existing non-residential parking facilities within the study area. The parking inventory was broken down into different types of parking including regular parking spaces, ADA spaces (including van), and restricted spaces (i.e. temporary parking, customer only, etc.). **Table 7** summarizes the parking inventory. As shown, The parking survey determined there is a total parking supply of 175 on-street public parking spaces and 1,794 off-street parking spaces within the study area.

Occupied spaces were recorded each hour within each off-street parking lot as well as the identified on-street block faces.

TABLE 7 – EXISTING PARKING INVENTORY

Parking Type		Total Inventory
On-Street		175
Off-Street	Regular	1,607
	ADA	62
	ADA - Van	25
	Customer Only	16
	Time Restricted	55
	Other (1)	29
Sub-Total Off-Street		1,794
Total Parking Supply		1,969



Legend

= On-Street Parking

= Off-Street Parking

= Parking Zone ID

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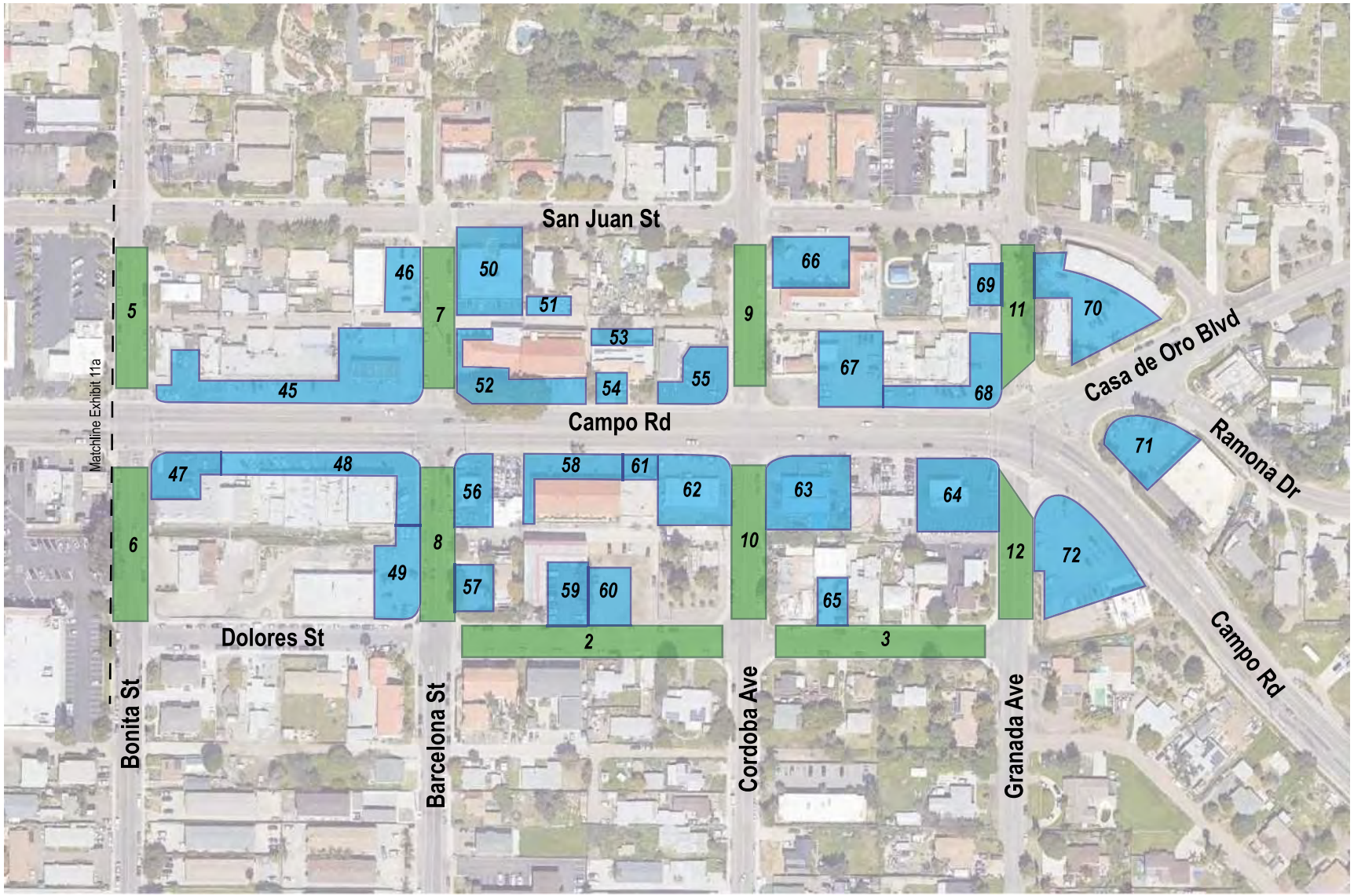
Parking Survey Zones
Area 1

Exhibit 11a



Legend

= On-Street Parking

= Off-Street Parking

= Parking Zone ID

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Parking Survey Zones
Area 2

Exhibit 11b

3.2.2 Parking Utilization

As part of the survey, occupied spaces were recorded every hour for 7 hours from 10:00 to 5:00 PM for all 72 of the parking survey zones. This data was used to document the parking utilization (percent of available spaces occupied) for each parking survey zone.

Detailed Parking Utilization data is contained in **Appendix F.**

Based on the parking survey, the lowest combined parking demand for the study area is during the 10:00 AM hour when 35.2% of the total available spaces were utilized. The peak parking demand for the study area occurred at 2:00 PM when 102 on-street parking spaces and 798 off-street parking spaces were occupied for a total of 900 occupied spaces. This represents a combined parking utilization of 45.7%. This shows that during the peak period, less than half of the available parking spaces are occupied within the study area. The survey found that on-street parking utilization (58.3%) was higher than off-street parking utilization (44.5%)

Exhibit 12 and **Table 8** summarizes the peak parking utilization at 2:00 PM on Friday December 13, 2019.

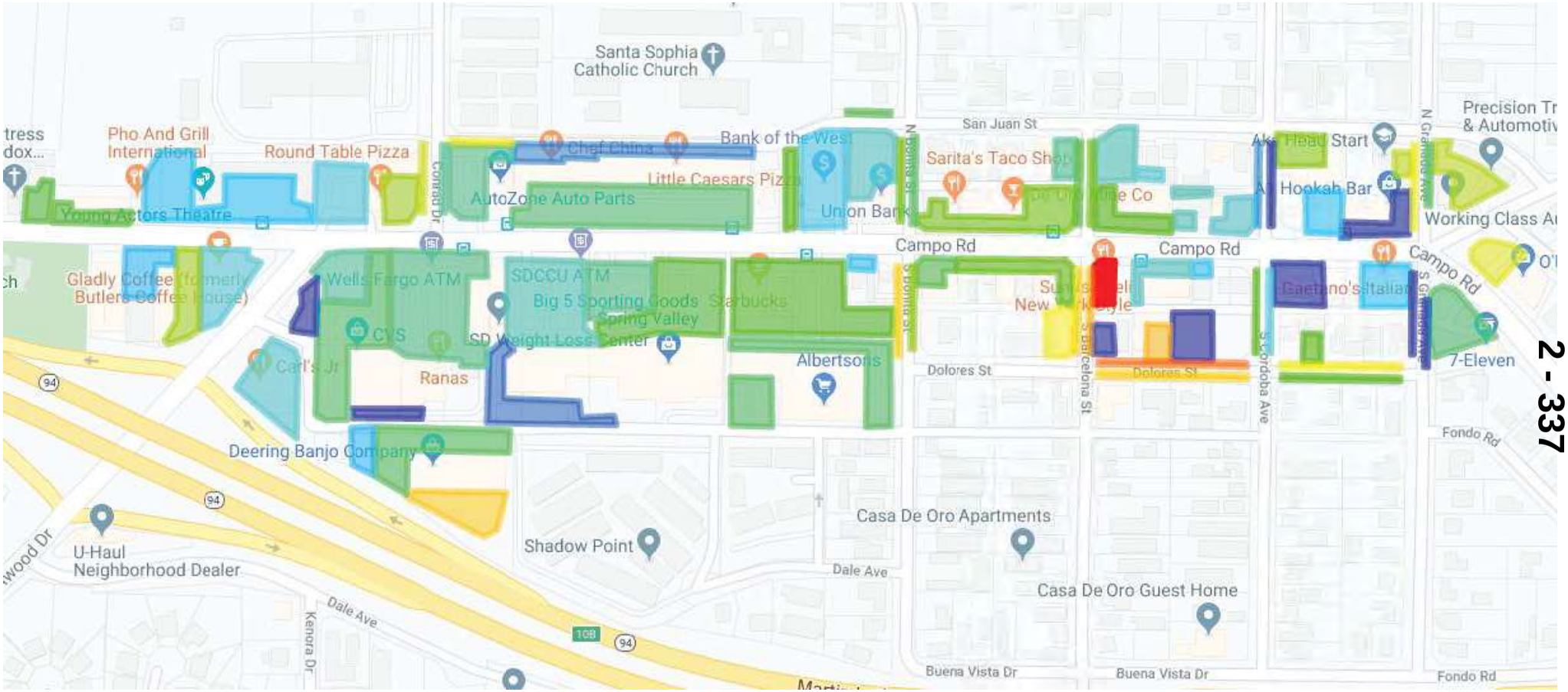
TABLE 8 – PEAK PARKING UTILIZATION

Parking	Inventory	Peak Occupancy (1)	Peak Utilization
On-Street	175	102	58.3%
Off-Street	1794	798	44.5%
Total	1,969	900	45.7%

(1) Peak Parking Demand based on parking survey data from Friday, December 13 at 2:00 PM

It should be noted that the land uses which experience the highest level of occupancy are automotive repair related. That is, a high number of vehicles are temporarily stored on-site while being worked on or awaiting pick-up. In many of these areas, the utilization exceeds 100% because the vehicles are being parked in unmarked spaces.

Additionally, other parking survey zones had vehicles parked in unmarked spaces, including two car-washes. These unmarked spaces were not included in the inventory, but they were counted towards the utilization. Even so, only 7 of the 72 survey zones experienced parking utilization rate greater than 85%.



Source: National Data & Surveying Services

25% 50% 75% 100%

Not to Scale

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Peak Parking Utilization
Friday December 13, 2019 - 2:00 PM to 3:00 PM

Exhibit 12

January 2020
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3.3 EXISTING PARKING RATIOS

The Casa de Oro community along the Campo Road corridor is primarily a commercial area with a mix of retail, fast-food, restaurants, and offices. **Table 9** shows the County of San Diego required parking rates per Zoning Ordinance Part 6.

As shown, the parking rates range from 1.0 spaces per 1,000 square feet (KSF) for light manufacturing to 12.0 spaces per KSF for a fast-food restaurant without a drive-thru and averages at 5.2 spaces per KSF.

TABLE 9 – EXISTING COUNTY PARKING REQUIREMENTS

Land Use		Parking Rate
Commercial Office		4.0 / KSF
Bank		4.0 / KSF
Restaurant	Up to 3 KSF	6.0 / KSF
	More than 3 KSF	10.0 / KSF
Fast-Food Restaurant	With Drive-Thru	9.5 / KSF
	Without Drive-Thru	12.0 / KSF
Retail		4.5 / KSF
Liquor Store		3.3 / KSF
Drugstore		3.5 / KSF
Library		3.0 / KSF
General Manufacturing		1.5 / KSF
Light Manufacturing		1.0 / KSF

Source:
San Diego County Zoning Ordinance (Part 6: General Provisions, Section 6762-6764)
KSF = 1,000 square feet

Based on available land parcel information within the study area, existing parking supply rates were calculated for non-residential properties included in the parking inventory. It should be noted that this parcel information did not include specific land use type categories. **Table 10** summarizes the existing parking supply rate per the parking inventory. **Table 10** also compares these supply rates to the actual parking demand that was recorded during the parking utilization survey for the properties included in the analysis.

As shown, the existing parking supply provided by individual parcels ranges from 0.9 spaces per KSF to 10.3 spaces per KSF. When the entire study area is considered as a whole, parking is provided at a rate of 3.3 spaces per KSF (1,786 spaces / 548.43 KSF = 3.3 spaces per KSF). This range of parking supply rates for the study area parcels and the average supply rate is consistent with the County code parking requirements.

The actually parking demand rate according to the parking utilization survey ranges from 0.2 spaces per KSF to 6.7 spaces per KSF. When the entire study area is considered as a whole, parking is utilized at a demand rate of 1.4 spaces per KSF (793 spaces / 548.43 KSF = 1.4 spaces per KSF). Therefore, the actual parking demand is less than half of the parking supply within the study area.

TABLE 10 – EXISTING PARKING SUPPLY & ACTUAL PARKING DEMAND RATES

Parking Zone ID	Floor Area (SF)	Parking Inventory	Existing Parking Supply Rate [1]	Peak Parking Demand [2]	Actual Parking Demand Rate [3]
13	7,730	11	1.4	4	0.5
14	5,780	11	1.9	4	0.7
15	25,130	109	4.3	27	1.1
16	3,440	25	7.3	4	1.2
17	10,980	25	2.3	15	1.4
18	7,360	29	3.9	11	1.5
19	11,180	36	3.2	19	1.7
20	5,230	16	3.1	7	1.3
21	4,150	35	8.4	7	1.7
22	4,970	11	2.2	1	0.2
23	3,290	3	0.9	1	0.3
24-26	37,090	201	5.4	65	1.8
28-29	27,200	67	2.5	38	1.4
30-33	59,630	308	5.2	135	2.3
34-36	69,010	196	2.8	112	1.6
37	2,920	5	1.7	2	0.7
38	1,040	2	1.9	7	6.7
39	8,790	37	4.2	14	1.6
40-41	38,960	220	5.6	79	2.0
42	2,420	8	3.3	5	2.1
43	17,250	32	1.9	7	0.4
44	5,730	25	4.4	7	1.2
45	18,120	28	1.5	22	1.2
46	5,150	9	1.7	4	0.8
47	3,900	14	3.6	7	1.8
48	15,240	26	1.7	20	1.3
49	13,310	11	0.8	16	1.2
50	6,140	14	2.3	5	0.8
51	2,150	4	1.9	2	0.9
52	20,740	20	1.0	13	0.6
53-54	4,190	17	4.1	7	1.7
55	3,380	15	4.4	5	1.5
56	1,640	9	5.5	9	5.5
58	17,640	18	1.0	10	0.6
59	10,770	18	1.7	17	1.6
61	3,120	5	1.6	2	0.6
62*	4,100	1	0.2	5	1.2
64	2,530	26	10.3	7	2.8
65	2,500	6	2.4	3	1.2
66	18,550	18	1.0	13	0.7
67-68	10,940	31	2.8	3	0.3
69	6,360	9	1.4	7	1.1
70	10,710	26	2.4	23	2.1
71	8,870	22	2.5	15	1.7
72	3,200	28	8.8	12	3.8
Totals	548,430	1,786	3.3	793	1.4

[1] Existing parking rate calculated using total parking inventory per 1,000 SF of floor area (spaces/1,000 SF)
[2] Peak Parking Demand based on parking survey data from Friday, December 13 at 2:00 PM
[3] Actual parking rate calculated using peak parking utilization per 1,000 SF of floor area (spaces/1,000 SF)
* Not included in total calculations

4 HORIZON YEAR 2035 WITH PROJECT TRAFFIC CONDITIONS

4.1 CASA DE ORO REVITLIZATION

The Campo Road Revitalization Specific Plan covers a 63-acre area (42 acres excluding roads and rights-of-way) centered on Campo Road between Rogers Road and Granada Avenue and serves as the commercial and civic center of the Casa de Oro community. The Specific Plan area primarily encompasses the commercial area extending one block north and south of Campo Road. The Specific Plan intends to transform Campo Road from "drive-through" to a walkable "main street" that is pedestrian-friendly, attractive, and efficient for all modes and becomes the center of the Casa de Oro community and a catalyst for future investment and development.

The proposed Casa De Oro Revitalization proposes to reduce Campo Road between Conrad Drive and Casa De Oro Boulevard / Granada Avenue from 4-lanes to 2-lanes, construct raised medians, provide buffered bike lanes, and construct on-street angled-parking. Additional improvements throughout the corridor include the following intersection modifications:

- Campo Road / Kenwood Drive – Provide improved pedestrian crossings and raised medians to channelize turning vehicles and improve safety
- Campo Road / Conrad Drive – Construct southern roadway extension (New Street A) between Campo Road and existing alley (Kenora Drive extension).
- Campo Road / New Road B – Construct new roadway (New Street B) between San Juan Street and existing alley (Kenora Drive extension). Construct new single-lane roundabout at the intersection with Campo Road.
- Campo Road / New Road C - Construct new roadway (New Street C) between San Juan Street and existing alley (Kenora Drive extension). Construct pedestrian crossing (HAWK or Pedestrian Signal) at the intersection to Campo Road. Northbound and southbound approaches will have restricted left-turn-movements and will be left/right-in and right-out only operations with stop controls on the minor street. Campo Road will have free movements through this intersection.
- Campo Road / Bonita Street – Remove existing signal and construct new single-lane roundabout. Provide improved pedestrian facilities.
- Campo Road / Barcelona Street – Remove existing signal and construct new single-lane roundabout. Provide improved pedestrian facilities.
- Campo Road / Cordoba Avenue – Construct a raised median through this intersection. Northbound and southbound approaches will have restricted left-turn-movements and will be left/right-in and right-out only operations with stop controls on the minor street. Campo Road will have free movements through this intersection.
- Campo Road / Casa De Oro Boulevard / Granada Avenue – Remove existing traffic signal and construct new modified single-lane roundabout with slip-lanes. Provide improved pedestrian facilities.

Exhibit 13 shows the proposed Campo Road Corridor Concept Plan.

2 - 341

Not to Scale

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Proposed Campo Road Corridor Concept Plan

July 2021
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Exhibit 13

4.1.1 Horizon Year 2035 With Project Study Area

For the purposes of the Horizon Year 2035 With Project traffic conditions assessment, the study area was reduced to include the following intersection locations along the Campo Road study corridor:

4. Campo Road / Kenwood Drive
5. Campo Road / Conrad Drive
A. Campo Road / New Road A
B. Campo Road / New Road B (intersection alternative)
6. Campo Road / Bonita Street
7. Campo Road / Barcelona Street
8. Campo Road / Cordoba Avenue
9. Campo Road / Casa De Oro Boulevard / Granada Avenue

Exhibit 14 shows the intersection lane geometry shown in the proposed Campo Road corridor plan and assumed in this analysis.

Roadway segment level of service standards based on daily traffic volumes are generally used as long-range planning guidelines to determine the functional classification of roadways and are not always accurate indicators of roadway operations during the more critical peak periods.Typically, the performance and level of service of a roadway segment is heavily influenced by the ability of intersections to accommodate peak hour volumes. Therefore, peak hour signalized and un-signalized intersections within the study area are the focus of Horizon Year 2035 With Project traffic conditions assessment since intersections are most influential in controlling the movement of vehicles along road segments.

4.2 HORIZON YEAR 2035 WITH PROJECT TRAFFIC VOLUMES

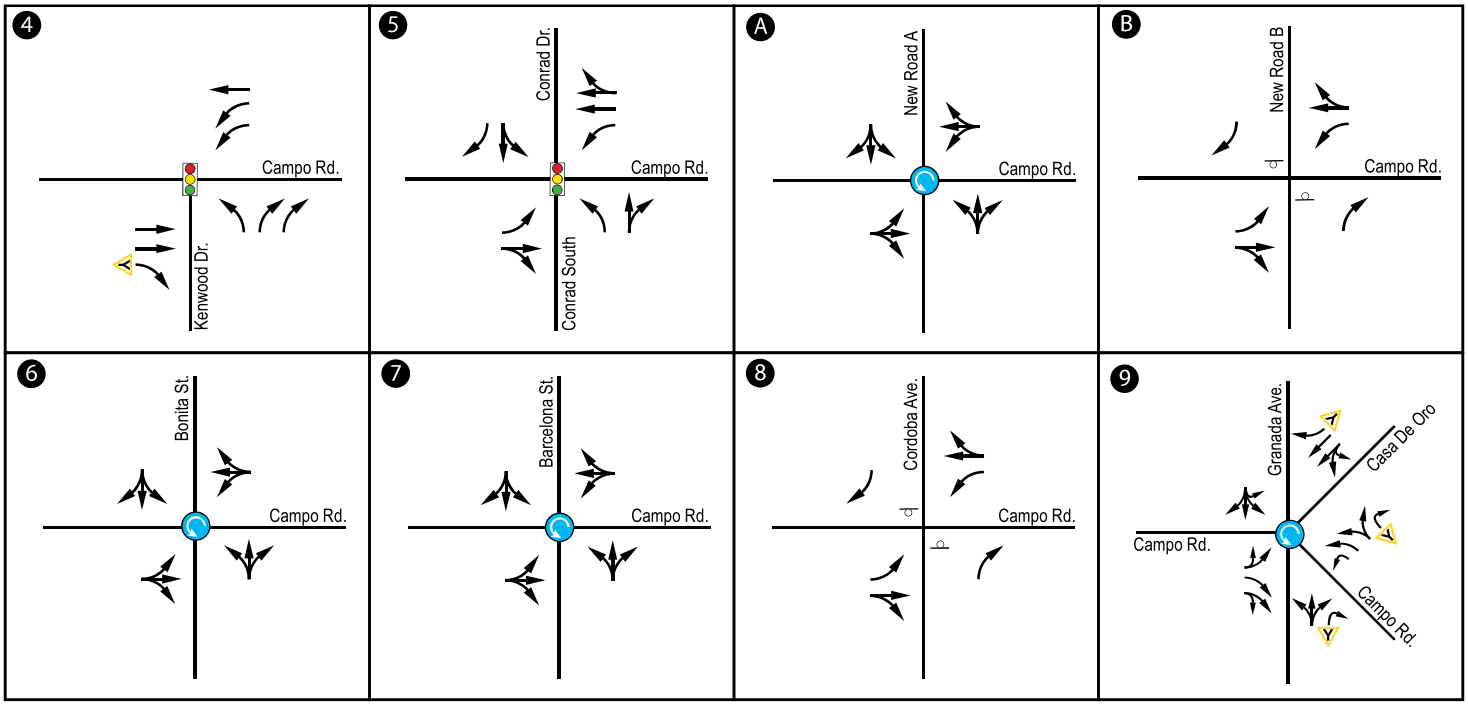
In order to derive baseline Horizon Year 2035 traffic volumes, the SANDAG Series 13 model daily traffic volumes available online at the Transportation Forecast Information Center (TFIC) were used to establish a forecast growth trend that was applied to existing traffic volumes. From the Series 13 model, a growth rate of 1.11% was calculated from the model baseline year 2016 to year 2025 and 0.77% from 2025 to 2035. These growth rates were applied to existing traffic volumes for 6 years (2019-2025) and 10 years (2025-2035) respectively to develop Horizon Year 2035 without project AM and PM peak hour volumes.

This traffic forecast methodology represents a conservative estimate of conditions with the currently proposed land use scenarios for the following reasons:

1. The SANDAG Series 13 model includes land use projections that are consistent with the previous Casa de Oro community plan and the previously approved land use plan proposed a significantly higher development density than the currently proposed land use concepts.
2. The year 2035 forecast likely reflects a development level that is less than build-out of the previously approved land use plan. Due to the higher development density reflected in the previous area land use plan, even a partial build out of that land use plan would likely represent development levels that are consistent with full build out of the currently proposed land use concepts.

Based on the proposed roadway network, traffic volumes were applied to New Street A, New Street B, and New Street C utilizing SANDAG trip generation rates, area travel patterns, and engineering judgement. In addition, the restricted left-turns at New Street C and Cordoba Avenue require vehicles to make a U-turn at the adjacent streets. This shift in traffic volumes were accounted for under Horizon Year 2035 With Project Conditions.

Exhibit 15 shows the AM and PM peak hour traffic volumes at the study intersections for Horizon Year 2035 With Project Conditions.



Legend

= Signal Control Intersection
= Stop Control Intersection
TWLTL = Two-Way-Left-Turn-Lane
= Roundabout
= Yield Control Movement
D = Defacto Turn-Lane

Horizon Year 2035 With Project Assumed Lane Geometry

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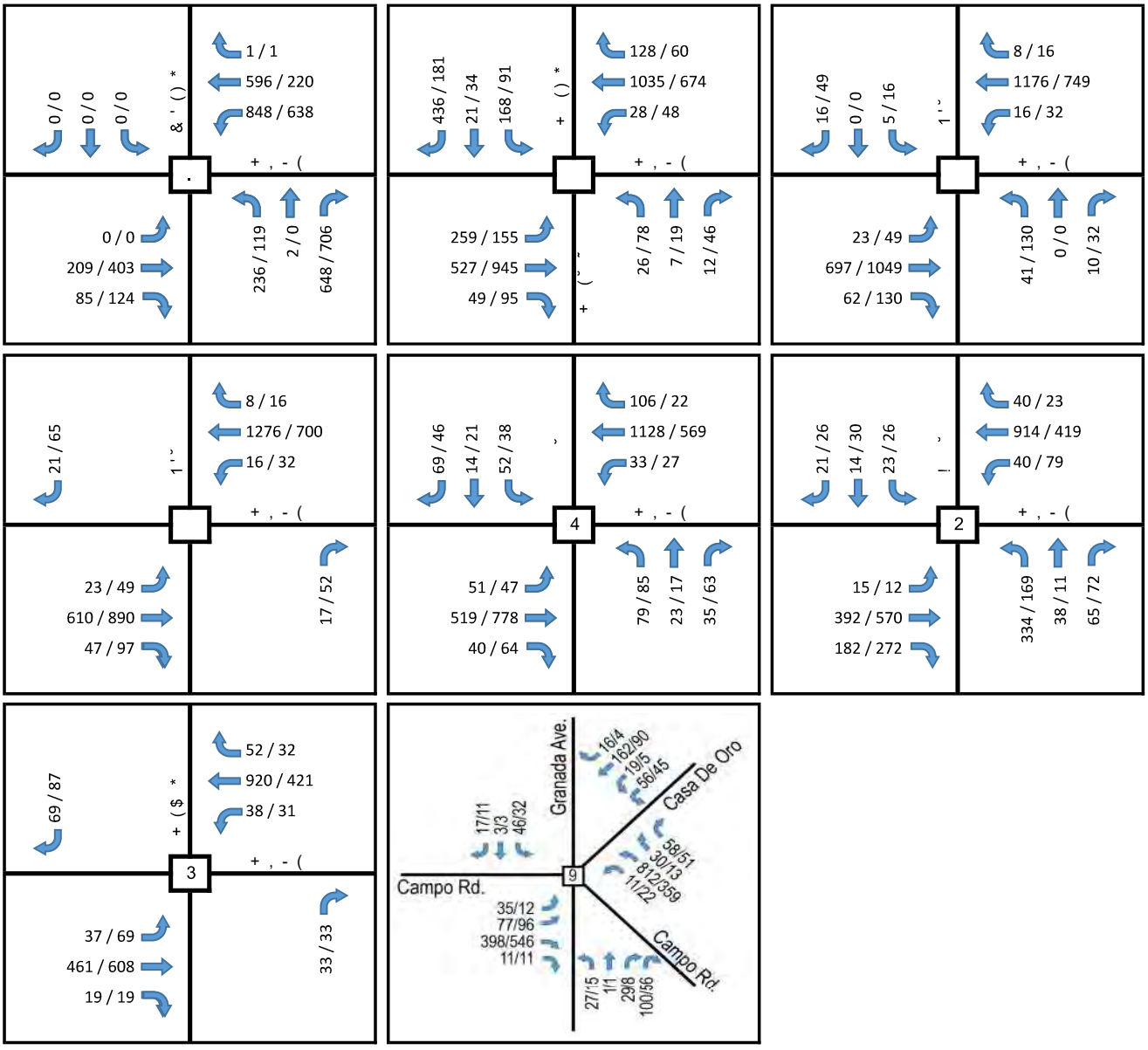
Exhibit 14

2 - 344



Notes:

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4.3 HORIZON YEAR 2035 WITH PROJECT INTERSECTION ANALYSIS

4.3.1 Preferred Campo Road Corridor Concept Plan

The Horizon Year 2035 With Project intersection analysis utilizes the same methodology as the Existing Conditions assessment which conforms to the operational analysis methodology outlined the *Highway Capacity Manual (HCM 6th Edition)* and performed utilizing *Synchro 10* and *Sidra 9* traffic analysis software.

Table 11 summarizes the Horizon Year 2035 With Project Conditions AM/PM peak hour level of service for all study intersections. Detailed analysis worksheets are contained in **Attachment G**.

TABLE 11 - HORIZON YEAR 2035 WITH PROJECT CONDITIONS AM/PM PEAK HOUR LOS

Study Intersection	Traffic Control	Horizon Year 2035 With Project	
		AM	PM
		Delay[1] - LOS	Delay[1] - LOS
4 - Campo Road / Kenwood Drive	Signal	17.5 - B	19.9 - B
5 - Campo Road / Conrad Drive	Signal	32.3 - C	20.8 - C
A - Campo Road / New Road A	ROBO	**56.8 - F**	**59.2 - F**
B - Campo Road / New Road B	TWSC	22.2 - C	12.3 - B
6 - Campo Road / Bonita Street	ROBO	**136.9 - F**	15.6 - C
7 - Campo Road / Barcelona Street	ROBO	**148.8 - F**	13.5 - B
8 - Campo Road / Cordoba Avenue	TWSC	28.8 - D	20.6 - C
9 - Campo Road / Granada Avenue / Casa de Oro Blvd	ROBO	32.6 - D	11.5 - B

Note: Deficient intersection operation indicated in **bold**.
[1] Average seconds of delay per vehicle.
LOS = level of service.
ROBO = Roundabout
TWSC = Two-Way Stop Control

4.4 SUMMARY & RECOMMENDATIONS

With the proposed corridor concept plan and the reduction to one travel lane in each direction, reduced crossing distance, lower vehicular speeds, and additional crosswalks, pedestrian safety and connectivity will be greatly improved. Reallocation of space dedicated to vehicular travel will create a more friendly bicycle community with the addition of buffered bike lanes and will also improve parking access by providing of on-street angled parking.

The results of the Horizon Year 2035 With Project peak hour intersection analysis shows all the study intersections will operate at acceptable levels of service (LOS D or better) with the exception of the following locations:

- Campo Road / New Road A (Roundabout) – LOS F during AM and PM peak hours
- Campo Road / Bonita Street (Roundabout) – LOS F during AM peak hour only
- Campo Road / Barcelona Street (Roundabout) – LOS F during AM peak hour only

The loss of a travel lane on Campo Road will have minimal operational affects in terms of vehicular delay except at some of the westerly located roundabouts where the traffic volumes are higher. While

roundabouts provide numerous benefits for all modes, the reported delay and slower vehicular speeds at the single lane entry roundabouts will also cause longer queues that may extend multiple blocks during peak periods. It should be noted that queueing at roundabouts tends to be dynamic vehicle queuing rather than stopped vehicle queuing. This means that the vehicles in the queue are moving at slow speeds and this type of delay is more tolerable to motorists than stopped delay.

Since the AM traffic patterns consist of a very short peak from 7:00 AM – 8:30 AM and most traffic at that time is comprised of commuters, we do not consider the peak period delays to be significant enough to offset the benefits to all modes offered by the roundabouts during non-peak periods. The PM peak period eastbound traffic peak is less pronounced and extends from 2:30 PM – 6:00 PM. It should be noted that the analysis does not consider the likely diversion of some peak hour commuter traffic shown on Campo Road to San Juan Street and the new east-west street south of Campo Road. This would reduce the peak westbound traffic flows and delay at the affected roundabouts. Additionally, there is an unknown impact of COVID-19 on "work from home" (telecommuting) trends in the future. It is evident that post-COVID-19 conditions will likely include an increase in telecommuting and a reduction in auto travel during the commuter peak hours.

The greatest concern shown in the analysis results is the forecast eastbound queuing on Campo Road at the approach to the proposed roundabout at New Street A during the PM peak hour. The analysis shows these queues will likely extend back into the Campo Road intersections and Conrad Drive and Kenwood Drive. The Kenwood Drive and Conrad Drive intersections serve the highest volumes of traffic along the Campo Road corridor and it is important to maintain adequate traffic flow at these intersections during peak periods.

Based on the operations analysis findings, it is recommended that the type of intersection traffic control at Street A include a non-roundabout alternative and the final intersection control selection be deferred to a later phase of corridor implementation. The alternative intersection configuration and control at Street A could be a Two-Way Stop intersection that only allows left turns from Campo Road onto New Street A (similar to that at New Street B). Once telecommuting trends have stabilized, forecast traffic during the PM peak can be re-visited and the preferred intersection control for Street A can be made.

The poor Level of Service during the AM peak hour at the Bonita Street and Barcelona Street roundabouts primarily affect westbound traffic flow and alternative travel routes are available. Our recommendation at this time is to maintain the roundabouts. If signals are considered by the County as the preferred traffic control for the plan in lieu of the roundabouts, the highest priority for a signal from an operational viewpoint, would be the Bonita Street intersection. This would still maintain two roundabouts at the east end of the corridor and would not mix roundabout and signal-controlled intersections east of Bonita Street. It is generally not desirable to place signals between closely spaced roundabouts due to vehicle queuing concerns.

4.4.1 Operational Assessment of Alternative Intersection Controls

The following proposed intersections that were found to operate at LOS F during one or both of the peak periods were analyzed with an alternative traffic control for comparison and consideration and the results are summarized in **Table 12**. The alternative traffic controls include the following:

- New Road A – Two-Way Stop Control with raised medians to restrict left-turns on the northbound and southbound approach. Similar to assumed controls at New Road B and Cordoba Avenue.
- Bonita Street – Signal control with dedicated left turn lanes on Campo Road and shared left/through/right-lanes on Bonita Street.
- Barcelona Street – Signal control with dedicated left turn lanes on Campo Road and shared left/through/right-lanes on Barcelona Street.

TABLE 12 HORIZON YEAR 2035 WITH PROJECT ALTERNATIVE INTERSECTION OPERATIONS

Study Intersection	Horizon Year 2035 With Project			Horizon Year 2035 With Project Intersection Control Alternatives		
	Traffic Control	AM Delay[1] - LOS	PM Delay[1] - LOS	Traffic Control	AM Delay[1] - LOS	PM Delay[1] - LOS
A - Campo Road / New Road A	ROBO	**56.8 - F**	**59.2 - F**	TWSC	25.1 - D	34.6 - D
6 - Campo Road / Bonita Street	ROBO	**136.9 - F**	15.6 - C	Signal	54.0 - D	18.8 - B
7 - Campo Road / Barcelona Street	ROBO	**148.8 - F**	13.5 - B	Signal	28.9 - C	21.3 - C

Note: Deficient intersection operation indicated in **bold**.
[1] Average seconds of delay per vehicle.
LOS = level of service.
ROBO = Roundabout
TWSC = Two-Way Stop Control

As shown, the alternative traffic controls are shown to be operating at improved levels of service (LOS D or better).

5 CONCLUSIONS

5.1 EXISTING CONDITIONS SUMMARY

This report summarizes existing transportation conditions within the Casa de Oro community located in the Valle de Oro Community Planning Area of San Diego County. The study area is focused along approximately ¾ mile of Campo Road in the commercial corridor between Granada Avenue and Rogers Road and includes five (5) stop-controlled intersections, seven (7) signalized intersections, and ten (10) roadway segments.

Based on existing daily traffic counts, all roadway segments are shown to operate at an acceptable level of service.

The intersection analysis shows that half of the study intersections (6 out of 12) are currently operating at a deficient level of service (LOS E or F) and half are operating at LOS D or better during one or both peak hours.

The existing conditions assessment considers the physical roadway conditions and intersection operations as well as the current pedestrian, bicycle, and transit facilities within the study area.

In addition to the traffic operations analysis, this report also documents the existing parking conditions for on-street and off-street parking facilities serving the non-residential uses within the study area. A parking survey was conducted which collected existing inventory data as well as parking utilization in 1-hour increments for 7 hours. Existing parking supply rates and actual parking demand rates were calculated and compared to parking ratios per County code requirements.

The parking utilization survey shows that the peak parking demand occurs during the 2 o'clock hour where 900 spaces are occupied out of the total 1,969 spaces available. This represents a parking utilization of 45.7%.

5.2 HORIZON YEAR 2035 WITH PROJECT SUMMARY AND RECOMMENDATIONS

With the proposed corridor concept plan and the reduction to one travel lane in each direction, reduced crossing distance, lower vehicular speeds, and additional crosswalks, pedestrian safety and connectivity will be greatly improved. Reallocation of space dedicated to vehicular travel will create a more friendly bicycle community with the addition of buffered bike lanes and will also improve parking access by providing of on-street angled parking.

The results of the Horizon Year 2035 With Project peak hour intersection analysis shows all the study intersections will operate at acceptable levels of service (LOS D or better) with the exception of the following locations:

- Campo Road / New Road A (Roundabout) – LOS F during AM and PM peak hours
- Campo Road / Bonita Street (Roundabout) – LOS F during AM peak hour only
- Campo Road / Barcelona Street (Roundabout) – LOS F during AM peak hour only

These intersections were analyzed with an alternative traffic control for comparison and consideration and are shown to operate at improved levels of service (LOS D or better). The alternative traffic controls include the following:

- New Road A – Two-Way Stop Control with raised medians to restrict left-turns on the northbound and southbound approach. Similar to assumed controls at New Road B and Cordoba Avenue.
- Bonita Street – Signal control with dedicated left turn lanes on Campo Road and shared left/through/right-lanes on Bonita Street.
- Barcelona Street – Signal control with dedicated left turn lanes on Campo Road and shared left/through/right-lanes on Barcelona Street.

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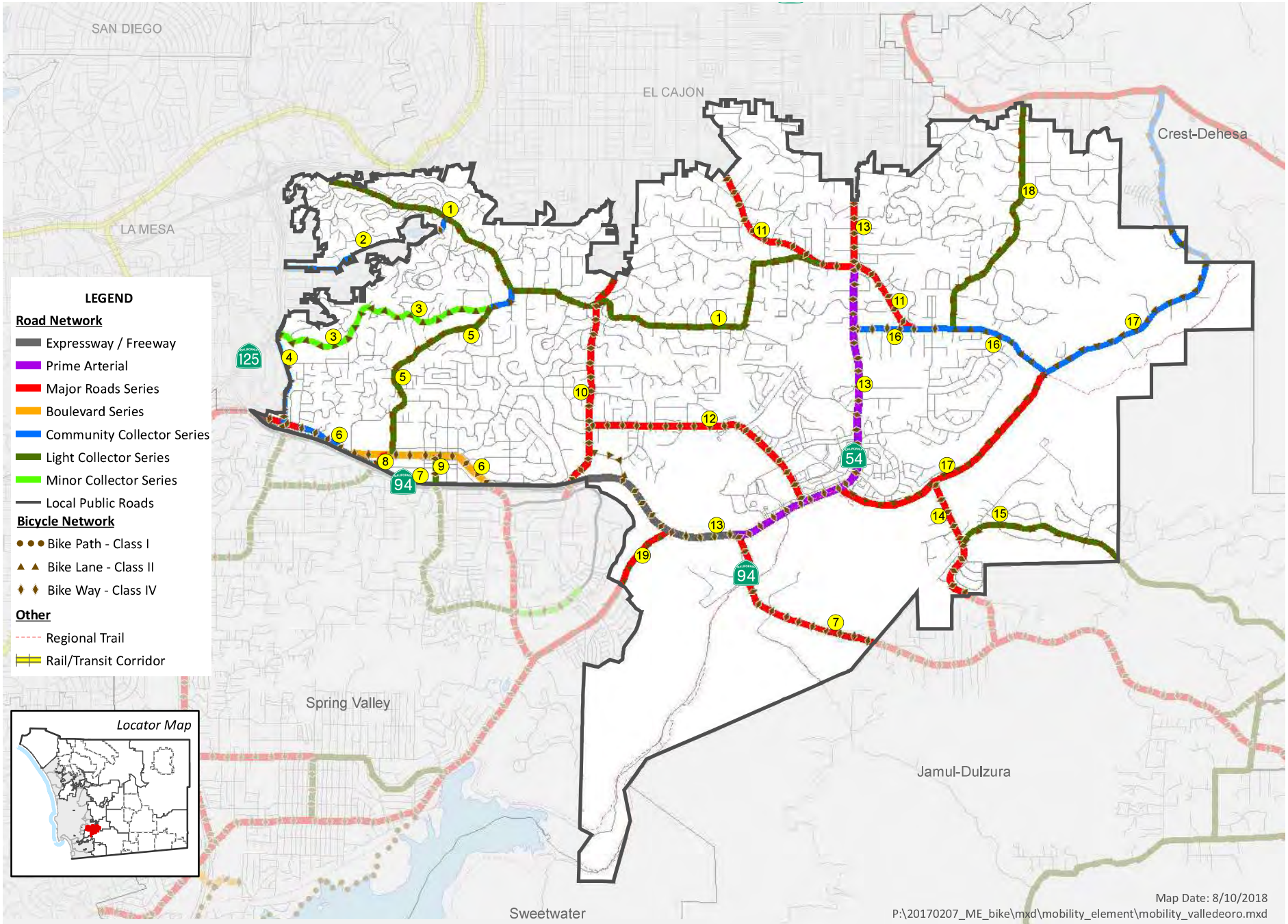
Attachment A: Mobility Element Network & Matrix



VALLE DE ORO MOBILITY ELEMENT NETWORK

Mobility Element Network—Valle de Oro Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
1	**Fuerte Drive (SC 2111/SA 920/SC 2060)** Segment: La Mesa city limits to Chase Avenue	**2.2E Light Collector**	**Accepted at LOS E** Segment: Bancroft Drive to Avocado Boulevard
2	**Lemon Avenue (SA 930)** Segment: SR-125 to Fuerte Drive	**2.1E Community Collector**	None
3	**Edgewood Drive / Grandview Drive (SC 2115)** Segment: Bancroft Drive to Fuerte Drive	**2.3B Minor Collector Road** Intermittent Turn Lanes—Bancroft Drive to Resmar Road **2.1E Community Collector** Resmar Road to Fuerte Drive	None
4	**Bancroft Drive** Segment:SR-94 to Edgewood Drive	**2.1C Community Collector** Intermittent Turn Lanes	None
5	**Conrad Drive /Resmar Road (SC 2125)** Segment: Campo Road to Grandview Drive	**2.2E Community Collector**	None
6	**Campo Road (SC 2118)** Segment: La Mesa city limits to SR-94	**4.1B Major Road** Intermittent Turn Lanes—La Mesa city limits to Camino Paz **2.1C Community Collector** Intermittent Turn Lanes—Camino Paz to Rodgers Road **4.2B Boulevard** Intermittent Turn Lanes—Rodgers Road to SR-94	**Accepted at LOS F** Segment: Kenwood Drive to Conrad Drive
7	**State Route 94/Campo Road** Segment: La Mesa city limits to Jamul/Dulzura Subregion boundary	**Freeway/6.1 Expressway** La Mesa city limits to Jamacha Road **4.1A Major Road and Interchange with Jamacha Road** Raised Median—Jamacha Road / SR-54 to Jamul CPA boundary	**Caltrans Facilities Programming** Improvements to a four-lane conventional highway programmed in the 2030 RTP (Unconstrained Revenue scenario) **Recommended Improvement** Ramps to Jamacha Road interchange
8	**Kenwood Drive (SC 2122)** Segment: SR- 94 to Campo Road	**4.1B Major Road** Intermittent Turn Lanes	None

Mobility Element Network—Valle de Oro Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
9	**Barcelona Street (SC 2110)** Segment: Campo Road to SR- 94	**2.2E Light Collector** Intersection Improvements	None
10	**Avocado Boulevard (SF 1398)** Segment: Spring Valley community boundary to El Cajon city limits	**4.1B Major Road** Intermittent Turn Lanes	None
11	**Chase Avenue (SA 910.1)** Segment: El Cajon city limits to Hillsdale Road	**4.1B Major Road** Intermittent Turn Lanes	None
12	**Fury Lane (SC 2070/SA 921)** Segment: Avocado Boulevard to Jamacha Road	**4.1B Major Road** Intermittent Turn Lanes—Avocado Boulevard to Wieghorst Way **4.1A Major Road** Raised Median—Wieghorst Way to Jamacha Road	None
13	**Jamacha Road (SF 1399)** Segment: -SR-94 / Campo Road to El Cajon city limits	**6.2 Prime Arterial** SR 94/Campo Road to Chase Avenue **4.1A Major Road** Raised Median—Chase Avenue to El Cajon city limits	**Accepted at LOS F** Segment: SR-94 / Campo Road to Fury Lane
14	**Steele Canyon Road (SC 2050)** Segment: Willow Glen Drive to Jamul/Dulzura Subregion boundary	**4.1B Major Road** Intermittent Turn Lanes	None
15	**Jamul Drive (SC 2055)** Segment: Steele Canyon Road to Jamul/Dulzura Subregion boundary	**2.1C Light Collector** Intermittent Turn Lanes	None
16	**Hillsdale Road (SC 2030)** Segment: Jamacha Road to Willow Glen Drive	**2.1C Community Collector** Intermittent Turn Lanes	None

Mobility Element Network—Valle de Oro Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
17	**Willow Glen Drive (SF 1397)** Segment: Jamacha Road to Camino de las Piedras	**4.1B Major Road** Intermittent Turn Lanes—Jamacha Road to Hillsdale Road **2.1D Community Collector** Improvement Options [Unspecified Improvements}—Hillsdale Road to Camino de las Piedras	None
18	**Vista Grande Road (SC 2030)** Segment: Hillsdale Road to Dehesa Road	**2.2E Light Collector**	None
19	**Jamacha Boulevard SF 1397)** Segment: Spring Valley CPA boundary to SR-94 / Campo Road	**4.1A Major Road** Raised Median	**Recommended Improvement** Grade-separated interchange with SR-94/Campo Road

a. ID = Roadway segment on Figure M-A-22

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Attachment B:
Traffic Volume Count Data

Prepared by National Data & Surveying Services

CLASSIFICATION

Kenwood Dr Bet. SR-94 WB Ramps & Kenora Dr

Day: Tuesday
Date: 11/12/2019

City: Spring Valley
Project #: CA19_4443_001

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	123	22	0	1	0	0	0	0	0	0	0	0	146
01:00	0	60	6	0	0	0	0	0	0	0	0	0	0	66
02:00	0	46	6	0	0	1	0	0	0	0	0	0	0	53
03:00	0	38	11	0	0	0	0	0	0	0	0	0	0	49
04:00	0	130	26	0	4	0	0	0	0	0	0	0	0	160
05:00	0	385	78	1	11	0	0	0	0	0	0	0	0	475
06:00	0	720	136	1	22	1	0	0	0	0	0	0	0	880
07:00	0	1254	227	3	32	1	0	2	0	0	0	0	0	1519
08:00	0	1256	250	4	36	1	0	1	0	0	0	0	0	1548
09:00	0	898	200	2	27	1	0	0	0	0	0	0	0	1128
10:00	0	929	195	2	33	0	0	0	0	0	0	0	0	1159
11:00	1	945	200	1	32	0	0	0	0	0	0	0	0	1179
12:00 PM	2	1128	224	1	32	3	0	0	0	0	0	0	0	1390
13:00	1	1299	259	2	31	0	0	0	0	0	0	0	0	1592
14:00	0	1426	282	2	43	0	0	2	0	0	0	0	0	1755
15:00	1	1354	287	2	46	1	0	1	0	0	0	0	0	1692
16:00	0	1241	248	0	35	0	0	0	0	0	0	0	0	1524
17:00	0	1261	233	2	28	0	0	2	0	0	0	0	0	1526
18:00	0	1063	178	1	23	1	0	1	0	0	0	0	0	1267
19:00	0	778	134	0	15	0	0	0	0	0	0	0	0	927
20:00	0	629	110	0	14	0	0	0	0	0	0	0	0	753
21:00	0	500	85	0	8	0	0	0	0	0	0	0	0	593
22:00	0	325	53	0	9	0	0	0	0	0	0	0	0	387
23:00	0	190	29	0	4	0	0	0	0	0	0	0	0	223
Totals	5	17978	3479	24	486	10		9						21991
% of Totals	0%	82%	16%	0%	2%	0%		0%						100%

AM Volumes	1	6784	1357	14	198	5	0	3	0	0	0	0	0	8362
% AM	0%	31%	6%	0%	1%	0%		0%						38%
AM Peak Hour	11:00	08:00	08:00	08:00	08:00	02:00		07:00						08:00
Volume	1	1256	250	4	36	1		2						1548
PM Volumes	4	11194	2122	10	288	5	0	6	0	0	0	0	0	13629
% PM	0%	51%	10%	0%	1%	0%		0%						62%
PM Peak Hour	12:00	14:00	15:00	13:00	15:00	12:00		14:00						14:00
Volume	2	1426	287	2	46	3		2						1755

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	3067		14%	2982		14%	3050		14%	12892		59%

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

2 - 357

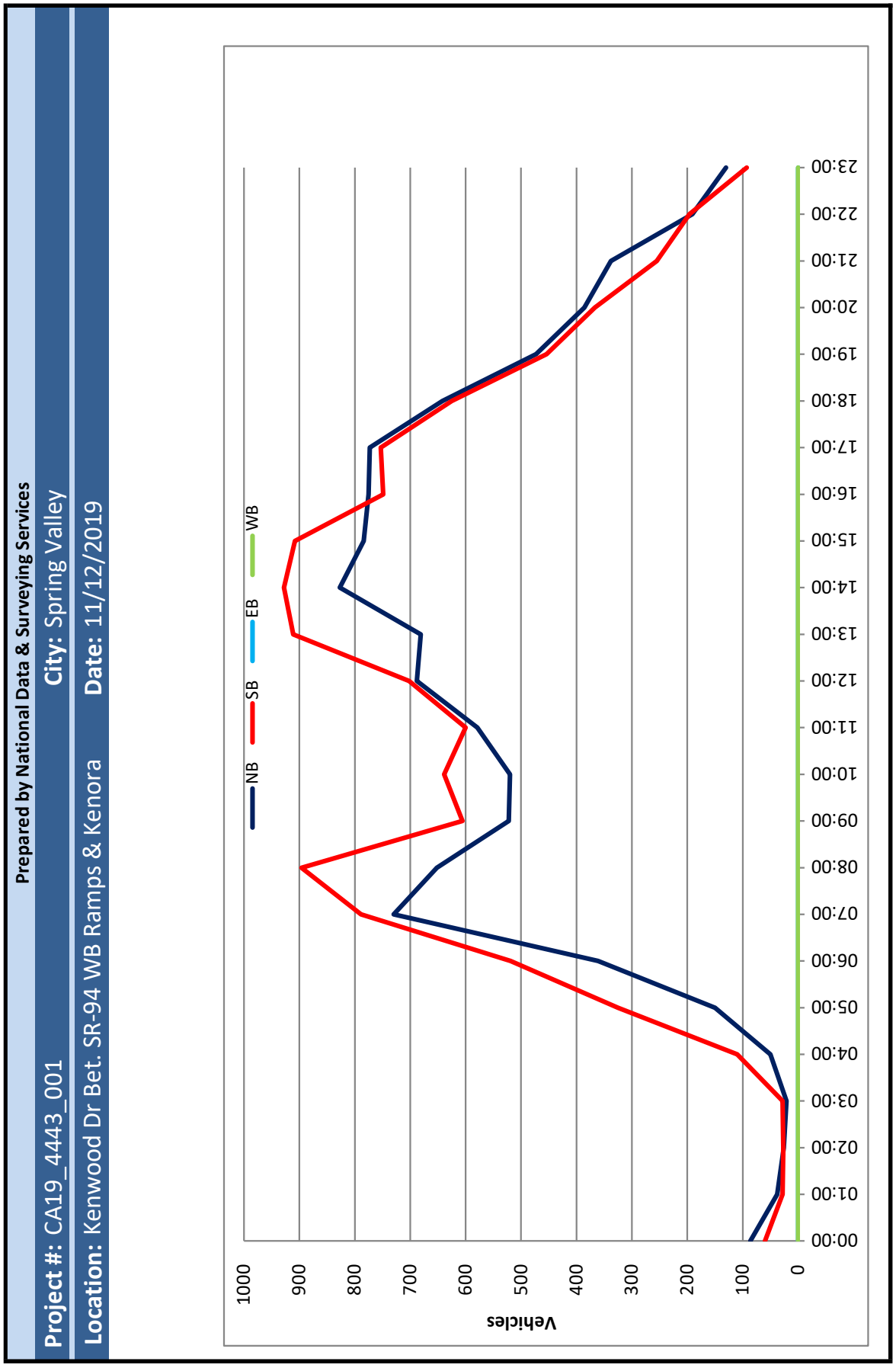
Prepared by NDS/ATD

DAILY TOTALS	NB	SB	EB	WB	To
	10,423	11,568	0	0	21,

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TO
00:00	26		19		0	0	45		12:00	158		173		0	0	331
00:15	27		11		0	0	38		12:15	165		173		0	0	338
00:30	23		23		0	0	46		12:30	162		183		0	0	345
00:45	10	86	7	60	0	0	17	146	12:45	203	688	173	702	0	0	376
01:00	10		13		0	0	23		13:00	161		262		0	0	423
01:15	10		8		0	0	18		13:15	143		239		0	0	382
01:30	8		3		0	0	11		13:30	177		209		0	0	386
01:45	10	38	4	28	0	0	14	66	13:45	200	681	201	911	0	0	401
02:00	6		4		0	0	10		14:00	204		222		0	0	426
02:15	4		4		0	0	8		14:15	215		239		0	0	454
02:30	11		16		0	0	27		14:30	215		248		0	0	463
02:45	5	26	3	27	0	0	8	53	14:45	193	827	219	928	0	0	412
03:00	6		7		0	0	13		15:00	188		233		0	0	421
03:15	5		5		0	0	10		15:15	205		247		0	0	452
03:30	5		11		0	0	16		15:30	204		212		0	0	416
03:45	5	21	5	28	0	0	10	49	15:45	187	784	216	908	0	0	403
04:00	8		14		0	0	22		16:00	197		164		0	0	361
04:15	11		25		0	0	36		16:15	195		194		0	0	389
04:30	12		36		0	0	48		16:30	196		197		0	0	393
04:45	19	50	35	110	0	0	54	160	16:45	187	775	194	749	0	0	381
05:00	22		51		0	0	73		17:00	196		203		0	0	399
05:15	29		70		0	0	99		17:15	192		192		0	0	384
05:30	43		85		0	0	128		17:30	191		184		0	0	375
05:45	56	150	119	325	0	0	175	475	17:45	194	773	174	753	0	0	368
06:00	78		128		0	0	206		18:00	174		154		0	0	328
06:15	74		133		0	0	207		18:15	173		164		0	0	337
06:30	90		128		0	0	218		18:30	162		151		0	0	313
06:45	119	361	130	519	0	0	249	880	18:45	133	642	156	625	0	0	289
07:00	124		194		0	0	318		19:00	132		118		0	0	250
07:15	154		167		0	0	321		19:15	130		129		0	0	259
07:30	227		195		0	0	422		19:30	113		102		0	0	215
07:45	225	730	233	789	0	0	458	1519	19:45	98	473	105	454	0	0	203
08:00	183		250		0	0	433		20:00	99		85		0	0	184
08:15	174		209		0	0	383		20:15	94		107		0	0	201
08:30	169		247		0	0	416		20:30	113		94		0	0	207
08:45	126	652	190	896	0	0	316	1548	20:45	80	386	81	367	0	0	161
09:00	134		151		0	0	285		21:00	88		77		0	0	165
09:15	135		127		0	0	262		21:15	82		63		0	0	145
09:30	107		173		0	0	280		21:30	94		65		0	0	159
09:45	146	522	155	606	0	0	301	1128	21:45	74	338	50	255	0	0	124
10:00	114		159		0	0	273		22:00	59		63		0	0	122
10:15	144		155		0	0	299		22:15	54		55		0	0	109
10:30	136		154		0	0	290		22:30	40		39		0	0	79
10:45	126	520	171	639	0	0	297	1159	22:45	38	191	39	196	0	0	77
11:00	135		160		0	0	295		23:00	41		37		0	0	78
11:15	137		146		0	0	283		23:15	30		21		0	0	51
11:30	153		137		0	0	290		23:30	27		22		0	0	49
11:45	154	579	157	600	0	0	311	1179	23:45	32	130	13	93	0	0	45
TOTALS		3735		4627				8362	TOTALS		6688		6941			
SPLIT %		44.7%		55.3%				38.0%	SPLIT %		49.1%		50.9%			

DAILY TOTALS	NB	SB	EB	WB	To
	10,423	11,568	0	0	21,

AM Peak Hour	07:30	07:45			07:30	PM Peak Hour	13:45	14:30			
AM Pk Volume	809	939			1696	PM Pk Volume	834	947			
Pk Hr Factor	0.891	0.939			0.926	Pk Hr Factor	0.970	0.955			
7 - 9 Volume	1382	1685	0	0	3067	4 - 6 Volume	1548	1502	0	0	
7 - 9 Peak Hour	07:30	07:45			07:30	4 - 6 Peak Hour	16:00	16:15			
7 - 9 Pk Volume	809	939	0	0	1696	4 - 6 Pk Volume	775	788	0	0	
Pk Hr Factor	0.891	0.939	0.000	0.000	0.926	Pk Hr Factor	0.984	0.970	0.000	0.000	


Prepared by National Data & Surveying Services
Project #: CA19_4443_001
City: Spring Valley
Location: Kenwood Dr Bet. SR-94 WB Ramps & Kenora
Date: 11/12/2019
NB
SB
EB
WB
Vehicles
1000
900
800
700
600
500
400
300
200
100
0
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00

CLASSIFICATION

Campo Rd Bet. Kenwood Dr & Conrad Dr

Day: Tuesday
Date: 11/12/2019

City: Spring Valley
Project #: CA19_4443_002

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	112	17	0	2	0	0	0	0	0	0	0	0	131
01:00	0	53	13	0	1	0	0	0	0	0	0	0	0	67
02:00	0	45	12	0	1	0	0	0	1	0	0	0	0	59
03:00	0	36	9	0	0	0	0	0	0	0	0	0	0	45
04:00	0	110	27	0	3	0	0	0	0	0	0	0	0	140
05:00	0	352	88	4	12	0	0	1	0	0	0	0	0	457
06:00	0	688	158	6	39	0	1	0	2	0	0	0	0	894
07:00	0	1370	278	9	52	4	0	0	0	0	0	0	0	1713
08:00	0	1419	293	6	57	0	0	1	2	0	0	0	0	1778
09:00	0	895	170	5	29	1	0	0	0	0	0	0	0	1100
10:00	0	976	186	6	35	1	0	1	2	0	0	0	0	1207
11:00	0	1017	198	6	39	1	0	1	0	0	0	0	0	1262
12:00 PM	0	1190	217	5	43	2	0	0	0	0	0	0	0	1457
13:00	0	1278	251	8	47	0	1	0	2	0	0	0	0	1587
14:00	0	1407	320	7	57	0	0	0	1	0	0	0	0	1792
15:00	0	1393	284	6	43	2	0	2	0	0	0	0	0	1730
16:00	0	1386	254	6	42	2	0	0	0	0	0	0	0	1690
17:00	0	1425	230	4	34	0	1	1	0	0	0	0	0	1695
18:00	0	1127	207	3	26	1	0	0	0	0	0	0	0	1364
19:00	0	805	141	2	20	0	0	1	2	0	0	0	0	971
20:00	0	621	105	2	13	1	0	0	0	0	0	0	0	742
21:00	0	496	65	2	13	0	0	0	0	0	0	0	0	576
22:00	0	307	48	2	5	0	0	0	0	0	0	0	0	362
23:00	0	200	30	0	5	0	0	0	0	0	0	0	0	235
Totals		18708	3601	89	618	15	3	8	12					23054
% of Totals		81%	16%	0%	3%	0%	0%	0%	0%					100%

AM Volumes	0	7073	1449	42	270	7	1	4	7	0	0	0	0	8853
% AM		31%	6%	0%	1%	0%	0%	0%	0%					38%
AM Peak Hour		08:00	08:00	07:00	08:00	07:00	06:00	05:00	06:00					08:00
Volume		1419	293	9	57	4	1	1	2					1778
PM Volumes	0	11635	2152	47	348	8	2	4	5	0	0	0	0	14201
% PM		50%	9%	0%	2%	0%	0%	0%	0%					62%
PM Peak Hour		17:00	14:00	13:00	14:00	12:00	13:00	15:00	13:00					14:00
Volume		1425	320	8	57	2	1	2	2					1792

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	3491		15%	3044		13%	3385		15%	13134		57%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

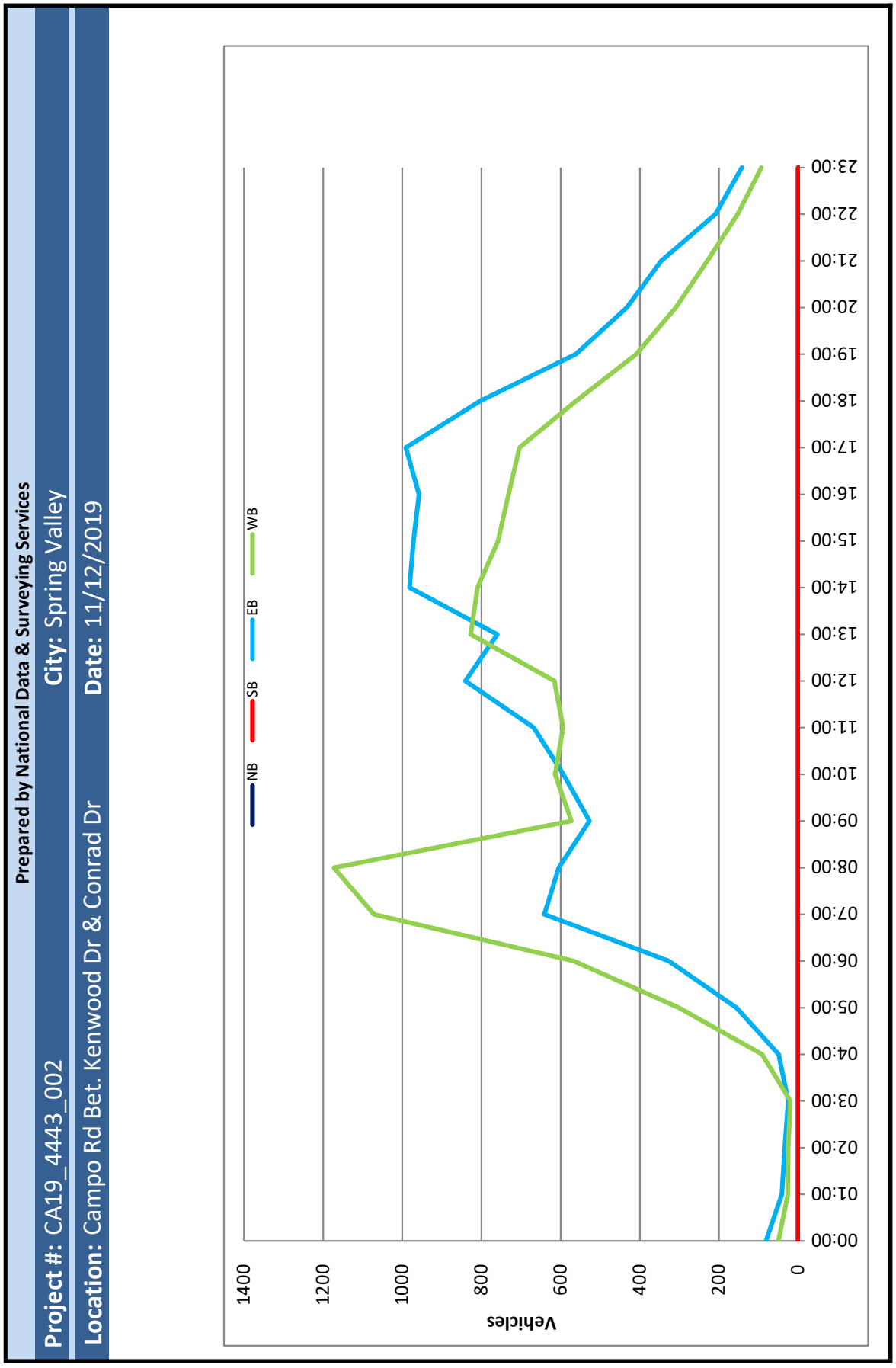
2 - 360
Prepared by NDS/ATD

DAILY TOTALS	NB	SB	EB	WB	To
	0	0	11,746	11,308	23,(

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOT
00:00	0	0	26		17		43		12:00	0	0	199		156		355
00:15	0	0	22		8		30		12:15	0	0	207		146		353
00:30	0	0	23		19		42		12:30	0	0	194		148		342
00:45	0	0	10	81	6	50	16	131	12:45	0	0	241	841	166	616	407
01:00	0	0	14		12		26		13:00	0	0	182		243		425
01:15	0	0	12		7		19		13:15	0	0	145		231		376
01:30	0	0	8		5		13		13:30	0	0	209		168		377
01:45	0	0	7	41	2	26	9	67	13:45	0	0	224	760	185	827	409
02:00	0	0	11		5		16		14:00	0	0	229		185		414
02:15	0	0	9		4		13		14:15	0	0	240		231		471
02:30	0	0	9		11		20		14:30	0	0	263		216		479
02:45	0	0	5	34	5	25	10	59	14:45	0	0	250	982	178	810	428
03:00	0	0	9		6		15		15:00	0	0	228		193		421
03:15	0	0	2		3		5		15:15	0	0	254		196		450
03:30	0	0	8		7		15		15:30	0	0	239		178		417
03:45	0	0	6	25	4	20	10	45	15:45	0	0	251	972	191	758	442
04:00	0	0	8		15		23		16:00	0	0	254		177		431
04:15	0	0	13		21		34		16:15	0	0	250		186		436
04:30	0	0	12		29		41		16:30	0	0	230		195		425
04:45	0	0	16	49	26	91	42	140	16:45	0	0	224	958	174	732	398
05:00	0	0	23		51		74		17:00	0	0	261		182		443
05:15	0	0	32		64		96		17:15	0	0	242		171		413
05:30	0	0	42		77		119		17:30	0	0	229		190		419
05:45	0	0	59	156	109	301	168	457	17:45	0	0	259	991	161	704	420
06:00	0	0	75		131		206		18:00	0	0	217		146		363
06:15	0	0	66		128		194		18:15	0	0	229		159		388
06:30	0	0	76		150		226		18:30	0	0	194		121		315
06:45	0	0	110	327	158	567	268	894	18:45	0	0	163	803	135	561	298
07:00	0	0	97		237		334		19:00	0	0	165		115		280
07:15	0	0	129		255		384		19:15	0	0	150		115		265
07:30	0	0	204		270		474		19:30	0	0	130		96		226
07:45	0	0	211	641	310	1072	521	1713	19:45	0	0	117	562	83	409	200
08:00	0	0	174		326		500		20:00	0	0	104		83		187
08:15	0	0	156		331		487		20:15	0	0	109		73		182
08:30	0	0	157		305		462		20:30	0	0	119		82		201
08:45	0	0	118	605	211	1173	329	1778	20:45	0	0	101	433	71	309	172
09:00	0	0	116		156		272		21:00	0	0	93		76		169
09:15	0	0	143		121		264		21:15	0	0	93		56		149
09:30	0	0	122		157		279		21:30	0	0	90		59		149
09:45	0	0	146	527	139	573	285	1100	21:45	0	0	70	346	39	230	109
10:00	0	0	128		146		274		22:00	0	0	67		45		112
10:15	0	0	172		148		320		22:15	0	0	55		45		100
10:30	0	0	146		164		310		22:30	0	0	49		35		84
10:45	0	0	147	593	156	614	303	1207	22:45	0	0	38	209	28	153	66
11:00	0	0	143		154		297		23:00	0	0	45		29		74
11:15	0	0	169		148		317		23:15	0	0	37		19		56
11:30	0	0	158		132		290		23:30	0	0	30		30		60
11:45	0	0	198	668	160	594	358	1262	23:45	0	0	30	142	15	93	45
TOTALS				3747		5106		8853	TOTALS				7999		6202	
SPLIT %				42.3%		57.7%		38.4%	SPLIT %				56.3%		43.7%	

DAILY TOTALS	NB	SB	EB	WB	To
	0	0	11,746	11,308	23,(

AM Peak Hour			11:45	07:45	07:30	PM Peak Hour	15:15	13:00
AM Pk Volume			798	1272	1982	PM Pk Volume	998	827
Pk Hr Factor			0.964	0.961	0.951	Pk Hr Factor	0.982	0.851
7 - 9 Volume	0	0	1246	2245	3491	4 - 6 Volume	1949	1436
7 - 9 Peak Hour			07:30	07:45	07:30	4 - 6 Peak Hour	17:00	16:15
7 - 9 Pk Volume	0	0	745	1272	1982	4 - 6 Pk Volume	991	737
Pk Hr Factor	0.000	0.000	0.883	0.961	0.951	Pk Hr Factor	0.949	0.945


Prepared by National Data & Surveying Services
Project #: CA19_4443_002
City: Spring Valley
Location: Campo Rd Bet. Kenwood Dr & Conrad Dr
Date: 11/12/2019
NB
SB
EB
WB
Vehicles
0
200
400
600
800
1000
1200
1400
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00

Prepared by National Data & Surveying Services

CLASSIFICATION

Campo Rd 250' E/O Conrad Dr

Day: Tuesday
Date: 11/12/2019

City: Spring Valley
Project #: CA19_4443_003

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	106	11	0	0	0	0	0	0	0	0	0	0	117
01:00	0	59	9	0	1	0	0	0	0	0	0	0	0	69
02:00	0	46	10	0	1	0	0	0	0	0	0	0	0	57
03:00	0	37	7	0	0	0	0	0	0	0	0	0	0	44
04:00	0	80	17	0	1	0	0	0	0	0	0	0	0	98
05:00	0	274	53	4	3	0	0	0	0	0	0	0	0	334
06:00	2	594	95	10	21	1	0	1	0	0	0	0	0	724
07:00	1	1154	182	9	24	4	0	0	0	0	0	0	0	1374
08:00	6	1138	166	8	29	2	0	0	4	0	0	0	0	1353
09:00	0	765	109	4	18	2	0	0	0	0	0	0	0	898
10:00	0	831	122	6	22	2	0	1	1	0	0	0	0	985
11:00	0	883	126	6	21	0	0	0	0	0	0	0	0	1036
12:00 PM	3	1014	135	10	23	2	0	0	0	0	0	0	0	1187
13:00	1	1045	146	7	31	1	0	0	1	0	0	0	0	1232
14:00	0	1221	206	10	36	1	0	2	1	0	0	0	0	1477
15:00	1	1206	176	4	22	3	0	0	0	0	0	0	0	1412
16:00	0	1229	179	6	25	4	0	0	0	0	0	0	0	1443
17:00	0	1277	151	4	23	0	0	0	0	0	0	0	0	1455
18:00	2	1014	134	3	15	1	0	0	0	0	0	0	0	1169
19:00	0	730	106	2	10	0	0	0	0	0	0	0	0	848
20:00	0	573	74	2	6	1	0	0	0	0	0	0	0	656
21:00	0	462	46	2	11	0	0	0	0	0	0	0	0	521
22:00	0	300	32	2	3	0	0	0	0	0	0	0	0	337
23:00	0	187	17	0	3	0	0	0	0	0	0	0	0	207
Totals	16	16225	2309	99	349	24		4	7					19033
% of Totals	0%	85%	12%	1%	2%	0%		0%	0%					100%

AM Volumes	9	5967	907	47	141	11	0	2	5	0	0	0	0	7089
% AM	0%	31%	5%	0%	1%	0%		0%	0%					37%
AM Peak Hour	08:00	07:00	07:00	06:00	08:00	07:00		06:00	08:00					07:00
Volume	6	1154	182	10	29	4		1	4					1374
PM Volumes	7	10258	1402	52	208	13	0	2	2	0	0	0	0	11944
% PM	0%	54%	7%	0%	1%	0%		0%	0%					63%
PM Peak Hour	12:00	17:00	14:00	12:00	14:00	16:00		14:00	13:00					14:00
Volume	3	1277	206	10	36	4		2	1					1477

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	2727		14%	2419		13%	2898		15%	10989		58%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

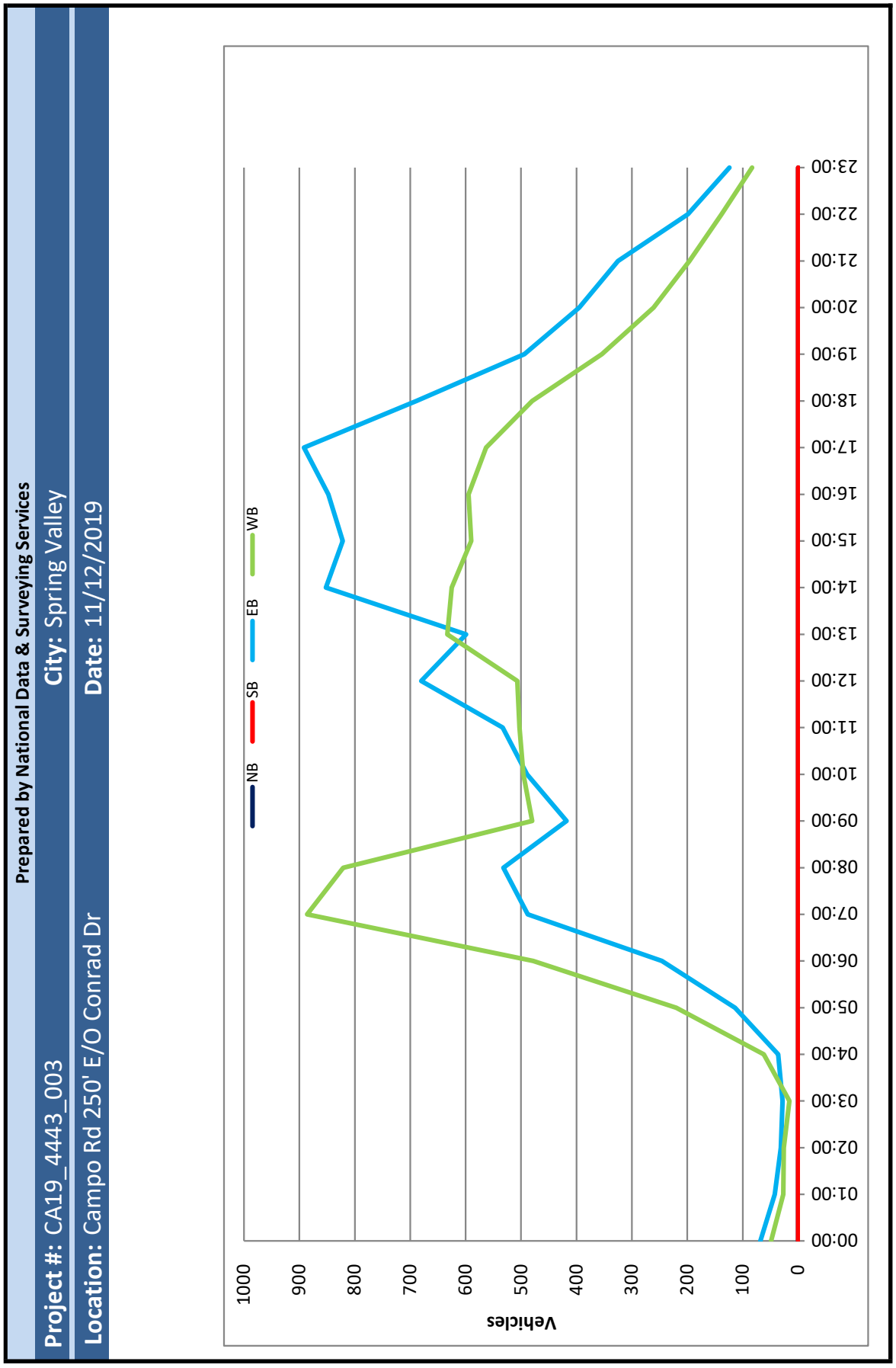
2 - 363
Prepared by NDS/ATD

DAILY TOTALS	NB	SB	EB	WB	To
	0	0	9,944	9,089	19,(

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOT
00:00	0	0	25		16		41		12:00	0	0	167		136		303
00:15	0	0	19		9		28		12:15	0	0	173		121		294
00:30	0	0	17		17		34		12:30	0	0	150		123		273
00:45	0	0	7	68	7	49	14	117	12:45	0	0	190	680	127	507	317
01:00	0	0	12		12		24		13:00	0	0	160		193		353
01:15	0	0	9		7		16		13:15	0	0	121		169		290
01:30	0	0	10		4		14		13:30	0	0	164		139		303
01:45	0	0	11	42	4	27	15	69	13:45	0	0	154	599	132	633	286
02:00	0	0	8		6		14		14:00	0	0	176		155		331
02:15	0	0	5		3		8		14:15	0	0	213		164		377
02:30	0	0	10		13		23		14:30	0	0	237		160		397
02:45	0	0	8	31	4	26	12	57	14:45	0	0	226	852	146	625	372
03:00	0	0	9		3		12		15:00	0	0	181		155		336
03:15	0	0	2		3		5		15:15	0	0	209		152		361
03:30	0	0	9		6		15		15:30	0	0	223		125		348
03:45	0	0	8	28	4	16	12	44	15:45	0	0	209	822	158	590	367
04:00	0	0	4		9		13		16:00	0	0	216		152		368
04:15	0	0	10		13		23		16:15	0	0	229		153		382
04:30	0	0	9		22		31		16:30	0	0	195		150		345
04:45	0	0	13	36	18	62	31	98	16:45	0	0	208	848	140	595	348
05:00	0	0	18		35		53		17:00	0	0	232		140		372
05:15	0	0	25		46		71		17:15	0	0	201		135		336
05:30	0	0	28		53		81		17:30	0	0	223		155		378
05:45	0	0	43	114	86	220	129	334	17:45	0	0	236	892	133	563	369
06:00	0	0	49		103		152		18:00	0	0	184		117		301
06:15	0	0	43		108		151		18:15	0	0	190		138		328
06:30	0	0	72		128		200		18:30	0	0	155		108		263
06:45	0	0	82	246	139	478	221	724	18:45	0	0	160	689	117	480	277
07:00	0	0	75		202		277		19:00	0	0	149		99		248
07:15	0	0	100		211		311		19:15	0	0	135		108		243
07:30	0	0	143		236		379		19:30	0	0	112		81		193
07:45	0	0	170	488	237	886	407	1374	19:45	0	0	98	494	66	354	164
08:00	0	0	134		258		392		20:00	0	0	97		78		175
08:15	0	0	137		211		348		20:15	0	0	98		64		162
08:30	0	0	150		196		346		20:30	0	0	103		63		166
08:45	0	0	111	532	156	821	267	1353	20:45	0	0	97	395	56	261	153
09:00	0	0	95		120		215		21:00	0	0	85		68		153
09:15	0	0	113		110		223		21:15	0	0	80		47		127
09:30	0	0	89		132		221		21:30	0	0	95		48		143
09:45	0	0	121	418	118	480	239	898	21:45	0	0	65	325	33	196	98
10:00	0	0	100		128		228		22:00	0	0	62		38		100
10:15	0	0	147		132		279		22:15	0	0	49		44		93
10:30	0	0	116		126		242		22:30	0	0	47		35		82
10:45	0	0	126	489	110	496	236	985	22:45	0	0	41	199	21	138	62
11:00	0	0	103		133		236		23:00	0	0	42		27		69
11:15	0	0	137		129		266		23:15	0	0	28		21		49
11:30	0	0	141		114		255		23:30	0	0	30		21		51
11:45	0	0	152	533	127	503	279	1036	23:45	0	0	24	124	14	83	38
TOTALS				3025		4064		7089	TOTALS				6919		5025	
SPLIT %				42.7%		57.3%		37.2%	SPLIT %				57.9%		42.1%	

DAILY TOTALS	NB	SB	EB	WB	To
	0	0	9,944	9,089	19,(

AM Peak Hour			11:45	07:15	07:30	PM Peak Hour	17:00	13:00
AM Pk Volume			642	942	1526	PM Pk Volume	892	633
Pk Hr Factor			0.928	0.913	0.937	Pk Hr Factor	0.945	0.820
7 - 9 Volume	0	0	1020	1707	2727	4 - 6 Volume	1740	1158
7 - 9 Peak Hour			07:45	07:15	07:30	4 - 6 Peak Hour	17:00	16:00
7 - 9 Pk Volume	0	0	591	942	1526	4 - 6 Pk Volume	892	595
Pk Hr Factor	0.000	0.000	0.869	0.913	0.937	Pk Hr Factor	0.945	0.972


Prepared by National Data & Surveying Services
Project #: CA19_4443_003
City: Spring Valley
Location: Campo Rd 250' E/O Conrad Dr
Date: 11/12/2019
NB
SB
EB
WB
Vehicles
1000
900
800
700
600
500
400
300
200
100
0
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00

CLASSIFICATION

Campo Rd Bet. Bonita St & Barcelona St

Day: Tuesday
Date: 11/12/2019

City: Spring Valley
Project #: CA19_4443_004

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	98	10	0	1	0	0	0	0	0	0	0	0	109
01:00	0	55	4	0	0	0	0	0	0	0	0	0	0	59
02:00	0	40	5	0	1	0	0	0	0	0	0	0	0	46
03:00	0	36	7	0	0	0	0	0	0	0	0	0	0	43
04:00	0	57	7	0	1	0	0	0	0	0	0	0	0	65
05:00	0	212	33	2	3	0	0	0	0	0	0	0	0	250
06:00	1	470	60	9	14	2	0	0	2	0	0	0	0	558
07:00	1	1103	134	6	20	4	0	0	0	0	0	0	0	1268
08:00	1	1233	151	5	25	0	0	2	3	0	0	0	0	1420
09:00	1	733	99	5	11	0	0	1	0	0	0	0	0	850
10:00	0	763	109	4	17	1	0	0	2	0	0	0	0	896
11:00	1	857	94	4	22	1	0	1	0	0	0	0	0	980
12:00 PM	3	907	126	6	20	1	0	0	0	0	0	0	0	1063
13:00	1	1020	125	7	21	2	0	0	2	0	0	0	0	1178
14:00	0	1117	161	8	20	2	0	0	0	0	0	0	0	1308
15:00	0	1118	130	4	13	1	0	0	0	0	0	0	0	1266
16:00	2	1119	142	6	15	2	0	0	1	0	0	0	0	1287
17:00	0	1118	112	4	13	0	0	0	0	0	0	0	0	1247
18:00	2	926	95	3	9	1	0	0	0	0	0	0	0	1036
19:00	0	636	65	2	9	0	0	0	0	0	0	0	0	712
20:00	0	496	44	2	5	0	0	0	0	0	0	0	0	547
21:00	0	382	32	2	0	0	0	0	0	0	0	0	0	416
22:00	0	245	20	2	0	0	0	0	0	0	0	0	0	267
23:00	0	161	13	0	2	0	0	0	0	0	0	0	0	176
Totals	13	14902	1778	81	242	17		4	10					17047
% of Totals	0%	87%	10%	0%	1%	0%		0%	0%					100%

AM Volumes	5	5657	713	35	115	8	0	4	7	0	0	0	0	6544
% AM	0%	33%	4%	0%	1%	0%		0%	0%					38%
AM Peak Hour	06:00	08:00	08:00	06:00	08:00	07:00		08:00	08:00					08:00
Volume	1	1233	151	9	25	4		2	3					1420
PM Volumes	8	9245	1065	46	127	9	0	0	3	0	0	0	0	10503
% PM	0%	54%	6%	0%	1%	0%			0%					62%
PM Peak Hour	12:00	16:00	14:00	14:00	13:00	13:00			13:00					14:00
Volume	3	1119	161	8	21	2			2					1308

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	2688		16%	2241		13%	2534		15%	9584		56%

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

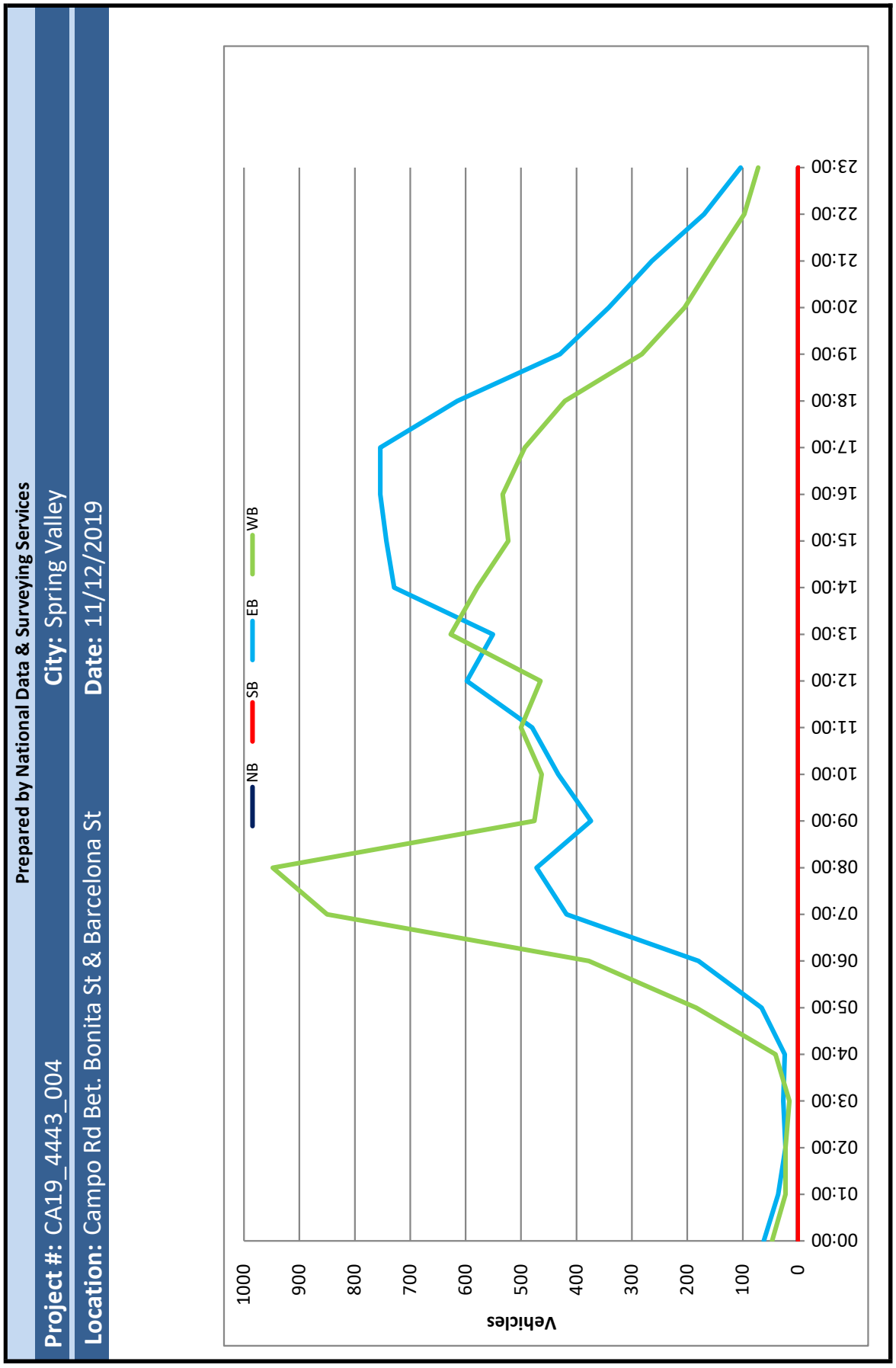
2 - 366
Prepared by NDS/ATD

DAILY TOTALS	NB	SB	EB	WB	To
	0	0	8,649	8,398	17,(

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOT
00:00	0	0	20		18		38		12:00	0	0	148		120		268
00:15	0	0	17		9		26		12:15	0	0	149		122		271
00:30	0	0	16		11		27		12:30	0	0	131		112		243
00:45	0	0	9	62	9	47	18	109	12:45	0	0	170	598	111	465	281
01:00	0	0	11		9		20		13:00	0	0	153		199		352
01:15	0	0	7		5		12		13:15	0	0	126		157		283
01:30	0	0	9		4		13		13:30	0	0	153		138		291
01:45	0	0	9	36	5	23	14	59	13:45	0	0	119	551	133	627	252
02:00	0	0	7		7		14		14:00	0	0	152		159		311
02:15	0	0	5		3		8		14:15	0	0	187		162		349
02:30	0	0	7		10		17		14:30	0	0	187		133		320
02:45	0	0	4	23	3	23	7	46	14:45	0	0	203	729	125	579	328
03:00	0	0	6		0		6		15:00	0	0	184		149		333
03:15	0	0	6		4		10		15:15	0	0	198		138		336
03:30	0	0	9		5		14		15:30	0	0	191		112		303
03:45	0	0	6	27	7	16	13	43	15:45	0	0	170	743	124	523	294
04:00	0	0	4		4		8		16:00	0	0	190		137		327
04:15	0	0	8		10		18		16:15	0	0	200		142		342
04:30	0	0	5		14		19		16:30	0	0	176		126		302
04:45	0	0	7	24	13	41	20	65	16:45	0	0	188	754	128	533	316
05:00	0	0	12		27		39		17:00	0	0	198		130		328
05:15	0	0	13		39		52		17:15	0	0	180		109		289
05:30	0	0	16		44		60		17:30	0	0	199		141		340
05:45	0	0	25	66	74	184	99	250	17:45	0	0	177	754	113	493	290
06:00	0	0	30		77		107		18:00	0	0	152		107		259
06:15	0	0	27		93		120		18:15	0	0	165		112		277
06:30	0	0	59		87		146		18:30	0	0	152		99		251
06:45	0	0	64	180	121	378	185	558	18:45	0	0	146	615	103	421	249
07:00	0	0	67		176		243		19:00	0	0	117		81		198
07:15	0	0	85		200		285		19:15	0	0	120		85		205
07:30	0	0	107		226		333		19:30	0	0	107		66		173
07:45	0	0	159	418	248	850	407	1268	19:45	0	0	86	430	50	282	136
08:00	0	0	129		344		473		20:00	0	0	81		61		142
08:15	0	0	120		273		393		20:15	0	0	91		54		145
08:30	0	0	130		188		318		20:30	0	0	93		46		139
08:45	0	0	93	472	143	948	236	1420	20:45	0	0	77	342	44	205	121
09:00	0	0	85		119		204		21:00	0	0	73		49		122
09:15	0	0	101		107		208		21:15	0	0	66		36		102
09:30	0	0	82		117		199		21:30	0	0	72		34		106
09:45	0	0	106	374	133	476	239	850	21:45	0	0	53	264	33	152	86
10:00	0	0	101		105		206		22:00	0	0	56		29		85
10:15	0	0	125		116		241		22:15	0	0	39		32		71
10:30	0	0	98		140		238		22:30	0	0	35		22		57
10:45	0	0	109	433	102	463	211	896	22:45	0	0	40	170	14	97	54
11:00	0	0	100		124		224		23:00	0	0	33		17		50
11:15	0	0	117		127		244		23:15	0	0	28		18		46
11:30	0	0	126		121		247		23:30	0	0	22		22		44
11:45	0	0	137	480	128	500	265	980	23:45	0	0	21	104	15	72	36
TOTALS			2595		3949		6544		TOTALS			6054		4449		
SPLIT %			39.7%		60.3%		38.4%		SPLIT %			57.6%		42.4%		

DAILY TOTALS	NB	SB	EB	WB	To
	0	0	8,649	8,398	17,(

AM Peak Hour			11:45	07:30	07:30	PM Peak Hour	14:45	13:00
AM Pk Volume			565	1091	1606	PM Pk Volume	776	627
Pk Hr Factor			0.948	0.793	0.849	Pk Hr Factor	0.956	0.788
7 - 9 Volume	0	0	890	1798	2688	4 - 6 Volume	1508	1026
7 - 9 Peak Hour			07:45	07:30	07:30	4 - 6 Peak Hour	16:45	16:00
7 - 9 Pk Volume	0	0	538	1091	1606	4 - 6 Pk Volume	765	533
Pk Hr Factor	0.000	0.000	0.846	0.793	0.849	Pk Hr Factor	0.961	0.938


Prepared by National Data & Surveying Services
Project #: CA19_4443_004
City: Spring Valley
Location: Campo Rd Bet. Bonita St & Barcelona St
Date: 11/12/2019
NB
SB
EB
WB
Vehicles
1000
900
800
700
600
500
400
300
200
100
0
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00

Prepared by National Data & Surveying Services

CLASSIFICATION

Campo Rd Bet. Cordoba Ave & Granada Ave & Casa De Oro Blvd

Day: Tuesday
Date: 11/12/2019

City: Spring Valley
Project #: CA19_4443_005e

East Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	48	2	0	0	0	0	0	0	0	0	0	0	50
01:00	0	14	1	0	0	0	0	0	0	0	0	0	0	15
02:00	0	8	3	0	1	0	0	0	0	0	0	0	0	12
03:00	0	14	5	0	0	0	0	0	0	0	0	0	0	19
04:00	0	33	3	0	1	0	0	0	0	0	0	0	0	37
05:00	0	63	15	0	0	0	0	0	0	0	0	0	0	78
06:00	0	173	26	4	2	1	0	0	0	0	0	0	0	206
07:00	1	293	39	3	7	2	0	0	0	0	0	0	0	345
08:00	0	350	45	2	3	0	0	3	0	0	0	0	0	403
09:00	2	241	37	3	1	0	0	1	0	0	0	0	0	285
10:00	0	291	45	2	6	3	0	0	0	0	0	0	0	347
11:00	0	332	43	2	6	0	0	0	0	0	0	0	0	383
12:00 PM	0	377	47	4	6	0	0	0	0	0	0	0	0	434
13:00	0	377	59	3	8	1	0	0	0	0	0	0	0	448
14:00	0	473	59	2	7	0	0	0	0	0	0	0	0	541
15:00	0	496	56	2	8	0	0	0	0	0	0	0	0	562
16:00	0	464	52	4	5	0	0	0	0	0	0	0	0	525
17:00	0	463	43	2	6	0	0	0	0	0	0	0	0	514
18:00	1	364	40	2	2	0	0	0	0	0	0	0	0	409
19:00	0	247	20	1	0	0	0	0	0	0	0	0	0	268
20:00	0	212	19	1	0	0	0	0	0	0	0	0	0	232
21:00	0	137	11	1	0	0	0	0	0	0	0	0	0	149
22:00	0	103	8	1	0	0	0	0	0	0	0	0	0	112
23:00	0	75	6	0	1	0	0	0	0	0	0	0	0	82
Totals	**4**	**5648**	**684**	**39**	**70**	**7**		**4**						**6456**
% of Totals	0%	87%	11%	1%	1%	0%		0%						100%

AM Volumes	3	1860	264	16	27	6	0	4	0	0	0	0	0	2180
% AM	0%	29%	4%	0%	0%	0%		0%						34%
AM Peak Hour	09:00	08:00	08:00	06:00	07:00	10:00		08:00						08:00
Volume	2	350	45	4	7	3		3						403
PM Volumes	1	3788	420	23	43	1	0	0	0	0	0	0	0	4276
% PM	0%	59%	7%	0%	1%	0%								66%
PM Peak Hour	18:00	15:00	13:00	12:00	13:00	13:00								15:00
Volume	1	496	59	4	8	1								562

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Classes	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	748		12%	882		14%	1039		16%	3787		59%

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

Prepared by National Data & Surveying Services

CLASSIFICATION

Campo Rd Bet. Granada Ave & Case De Oro Blvd & SR-94 WB Ramps

Day: Tuesday
Date: 11/12/2019

City: Spring Valley
Project #: CA19_4443_006

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	84	12	0	0	0	0	0	0	0	0	0	0	96
01:00	0	33	6	0	0	0	0	0	0	0	0	0	0	39
02:00	0	22	6	0	2	0	0	0	0	0	0	0	0	30
03:00	0	37	7	0	2	0	0	0	0	0	0	0	0	46
04:00	0	68	20	0	3	0	0	0	0	0	0	0	0	91
05:00	1	177	48	2	7	0	0	0	0	0	0	0	0	235
06:00	1	436	100	9	17	1	0	1	0	0	0	0	0	565
07:00	1	881	140	6	25	6	0	0	1	0	0	0	0	1060
08:00	1	907	162	4	18	2	0	0	3	0	0	0	0	1097
09:00	0	528	112	6	9	1	0	0	0	0	0	0	0	656
10:00	2	564	99	4	12	2	0	0	0	0	0	0	0	683
11:00	1	671	117	4	19	1	0	0	0	0	0	0	0	813
12:00 PM	3	697	110	7	16	0	0	0	0	0	0	0	0	833
13:00	0	715	131	6	19	2	0	1	0	0	0	0	0	874
14:00	4	914	151	8	18	1	0	0	0	0	0	0	0	1096
15:00	3	907	148	5	18	0	0	1	0	0	0	0	0	1082
16:00	2	806	115	8	14	1	0	0	0	0	0	0	0	946
17:00	2	813	108	4	13	0	0	0	0	0	0	0	0	940
18:00	1	661	93	3	13	0	0	0	0	0	0	0	0	771
19:00	0	481	60	2	7	0	0	0	0	0	0	0	0	550
20:00	0	372	53	2	5	0	0	0	0	0	0	0	0	432
21:00	0	264	38	2	2	0	0	0	0	0	0	0	0	306
22:00	0	180	21	2	0	0	0	0	0	0	0	0	0	203
23:00	0	131	19	0	2	0	0	0	2	0	0	0	0	154
Totals	22	11349	1876	84	241	17		3	6					13598
% of Totals	0%	83%	14%	1%	2%	0%		0%	0%					100%

AM Volumes	7	4408	829	35	114	13	0	1	4	0	0	0	0	5411
% AM	0%	32%	6%	0%	1%	0%		0%	0%					40%
AM Peak Hour	10:00	08:00	08:00	06:00	07:00	07:00		06:00	08:00					08:00
Volume	2	907	162	9	25	6		1	3					1097
PM Volumes	15	6941	1047	49	127	4	0	2	2	0	0	0	0	8187
% PM	0%	51%	8%	0%	1%	0%		0%	0%					60%
PM Peak Hour	14:00	14:00	14:00	14:00	13:00	13:00		13:00	23:00					14:00
Volume	4	914	151	8	19	2		1	2					1096

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	2157		16%	1707		13%	1886		14%	7848		58%

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

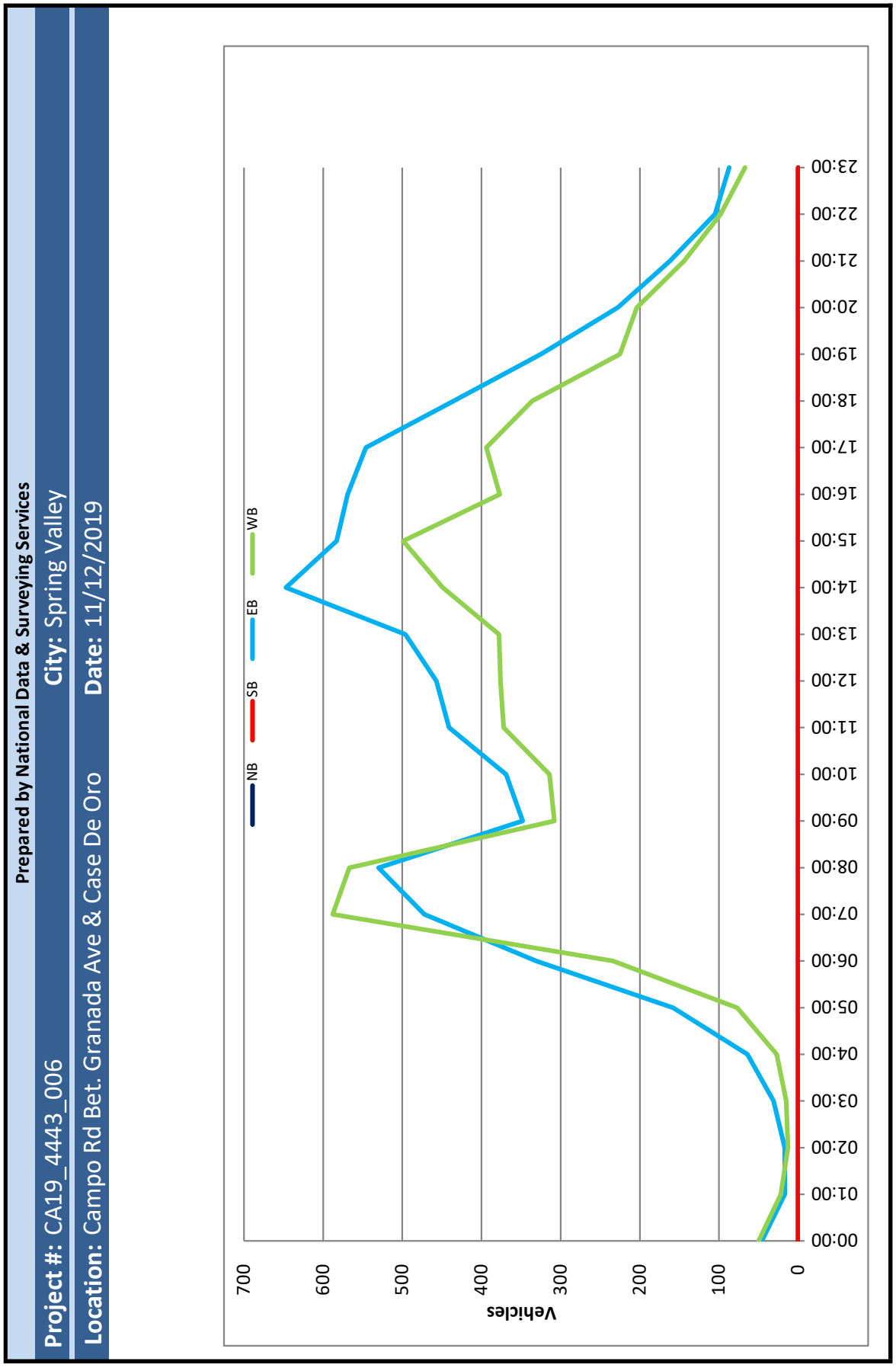
2 - 370
Prepared by NDS/ATD

DAILY TOTALS	NB	SB	EB	WB	To
	0	0	7,464	6,134	13,5

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOT
00:00	0	0	11		13		24		12:00	0	0	111		100		211
00:15	0	0	14		13		27		12:15	0	0	121		91		212
00:30	0	0	10		17		27		12:30	0	0	108		93		201
00:45	0	0	11	46	7	50	18	96	12:45	0	0	117	457	92	376	209
01:00	0	0	6		11		17		13:00	0	0	140		99		239
01:15	0	0	0		3		3		13:15	0	0	129		103		232
01:30	0	0	7		2		9		13:30	0	0	123		84		207
01:45	0	0	4	17	6	22	10	39	13:45	0	0	104	496	92	378	196
02:00	0	0	6		4		10		14:00	0	0	147		81		228
02:15	0	0	5		6		11		14:15	0	0	166		121		287
02:30	0	0	2		2		4		14:30	0	0	170		120		290
02:45	0	0	4	17	1	13	5	30	14:45	0	0	164	647	127	449	291
03:00	0	0	3		2		5		15:00	0	0	143		113		256
03:15	0	0	5		1		6		15:15	0	0	161		155		316
03:30	0	0	13		1		14		15:30	0	0	147		117		264
03:45	0	0	10	31	11	15	21	46	15:45	0	0	132	583	114	499	246
04:00	0	0	9		4		13		16:00	0	0	140		105		245
04:15	0	0	13		3		16		16:15	0	0	134		85		219
04:30	0	0	21		5		26		16:30	0	0	132		109		241
04:45	0	0	21	64	15	27	36	91	16:45	0	0	163	569	78	377	241
05:00	0	0	36		12		48		17:00	0	0	166		122		288
05:15	0	0	27		12		39		17:15	0	0	123		99		222
05:30	0	0	50		24		74		17:30	0	0	139		89		228
05:45	0	0	45	158	29	77	74	235	17:45	0	0	118	546	84	394	202
06:00	0	0	60		37		97		18:00	0	0	127		95		222
06:15	0	0	77		55		132		18:15	0	0	115		72		187
06:30	0	0	86		64		150		18:30	0	0	105		83		188
06:45	0	0	108	331	78	234	186	565	18:45	0	0	88	435	86	336	174
07:00	0	0	103		115		218		19:00	0	0	97		60		157
07:15	0	0	99		139		238		19:15	0	0	86		69		155
07:30	0	0	100		163		263		19:30	0	0	73		50		123
07:45	0	0	170	472	171	588	341	1060	19:45	0	0	69	325	46	225	115
08:00	0	0	134		199		333		20:00	0	0	67		55		122
08:15	0	0	141		143		284		20:15	0	0	49		62		111
08:30	0	0	137		120		257		20:30	0	0	66		46		112
08:45	0	0	118	530	105	567	223	1097	20:45	0	0	46	228	41	204	87
09:00	0	0	93		90		183		21:00	0	0	48		35		83
09:15	0	0	81		71		152		21:15	0	0	47		40		87
09:30	0	0	77		68		145		21:30	0	0	35		35		70
09:45	0	0	97	348	79	308	176	656	21:45	0	0	32	162	34	144	66
10:00	0	0	83		74		157		22:00	0	0	30		29		59
10:15	0	0	95		70		165		22:15	0	0	25		23		48
10:30	0	0	107		85		192		22:30	0	0	22		27		49
10:45	0	0	84	369	85	314	169	683	22:45	0	0	28	105	19	98	47
11:00	0	0	110		85		195		23:00	0	0	22		20		42
11:15	0	0	115		96		211		23:15	0	0	26		16		42
11:30	0	0	108		93		201		23:30	0	0	18		12		30
11:45	0	0	108	441	98	372	206	813	23:45	0	0	21	87	19	67	40
TOTALS				2824		2587		5411	TOTALS				4640		3547	
SPLIT %				52.2%		47.8%		39.8%	SPLIT %				56.7%		43.3%	

DAILY TOTALS	NB	SB	EB	WB	To
	0	0	7,464	6,134	13,5

AM Peak Hour			07:45	07:30	07:30	PM Peak Hour	14:00	14:30
AM Pk Volume			582	676	1221	PM Pk Volume	647	515
Pk Hr Factor			0.856	0.849	0.895	Pk Hr Factor	0.951	0.831
7 - 9 Volume	0	0	1002	1155	2157	4 - 6 Volume	1115	771
7 - 9 Peak Hour			07:45	07:30	07:30	4 - 6 Peak Hour	16:15	16:30
7 - 9 Pk Volume	0	0	582	676	1221	4 - 6 Pk Volume	595	408
Pk Hr Factor	0.000	0.000	0.856	0.849	0.895	Pk Hr Factor	0.896	0.836


Prepared by National Data & Surveying Services
Project #: CA19_4443_006
City: Spring Valley
Location: Campo Rd Bet. Granada Ave & Case De Oro
Date: 11/12/2019
NB
SB
EB
WB
Vehicles
0
100
200
300
400
500
600
700
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00

Prepared by National Data & Surveying Services

CLASSIFICATION

Conrad Dr N/O Campo Rd

Day: Tuesday
Date: 11/12/2019

City: Spring Valley
Project #: CA19_4443_007

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	25	0	0	0	0	0	0	0	0	0	0	0	25
01:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
02:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
03:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
04:00	0	24	2	0	0	0	0	0	0	0	0	0	0	26
05:00	0	134	10	0	0	0	0	0	0	0	0	0	0	144
06:00	0	223	11	0	0	1	0	0	0	0	0	0	0	235
07:00	0	506	44	1	3	0	0	0	0	0	0	0	0	554
08:00	0	703	61	1	5	0	0	0	0	0	0	0	0	770
09:00	0	236	30	0	1	0	0	0	0	0	0	0	0	267
10:00	0	227	22	2	6	0	0	0	0	0	0	0	0	257
11:00	0	269	8	0	2	1	0	0	0	0	0	0	0	280
12:00 PM	0	322	33	2	6	2	0	0	0	0	0	0	0	365
13:00	0	455	40	0	3	0	0	0	0	0	0	0	0	498
14:00	1	527	54	2	3	0	0	0	0	0	0	0	0	587
15:00	0	338	27	1	0	0	0	0	0	0	0	0	0	366
16:00	0	351	36	0	2	0	0	0	0	0	0	0	0	389
17:00	0	328	30	1	0	0	0	0	0	0	0	0	0	359
18:00	0	202	22	0	0	0	0	0	0	0	0	0	0	224
19:00	1	137	8	0	0	0	0	0	0	0	0	0	0	146
20:00	0	132	12	0	0	0	0	0	0	0	0	0	0	144
21:00	0	85	5	0	0	0	0	0	0	0	0	0	0	90
22:00	0	68	5	0	0	0	0	0	0	0	0	0	0	73
23:00	0	26	3	0	1	0	0	0	0	0	0	0	0	30
Totals	**2**	**5341**	**464**	**10**	**32**	**4**								**5853**
% of Totals	0%	91%	8%	0%	1%	0%								100%

AM Volumes	0	2370	189	4	17	2	0	0	0	0	0	0	0	2582
% AM		40%	3%	0%	0%	0%								44%
AM Peak Hour		08:00	08:00	10:00	10:00	06:00								08:00
Volume		703	61	2	6	1								770
PM Volumes	2	2971	275	6	15	2	0	0	0	0	0	0	0	3271
% PM	0%	51%	5%	0%	0%	0%								56%
PM Peak Hour	14:00	14:00	14:00	12:00	12:00	12:00								14:00
Volume	1	527	54	2	6	2								587

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Classes	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	1324		23%	863		15%	748		13%	2918		50%

Classification Definitions

1 Motorcycles	**4** Buses	**7** > =4-Axle Single Units	**10** >=6-Axle Single Trailers	**13** >=7-Axle Multi-Trailers
2 Passenger Cars	**5** 2-Axle, 6-Tire Single Units	**8** <=4-Axle Single Trailers	**11** <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	**6** 3-Axle Single Units	**9** 5-Axle Single Trailers	**12** 6-Axle Multi-Trailers	

2 - 373

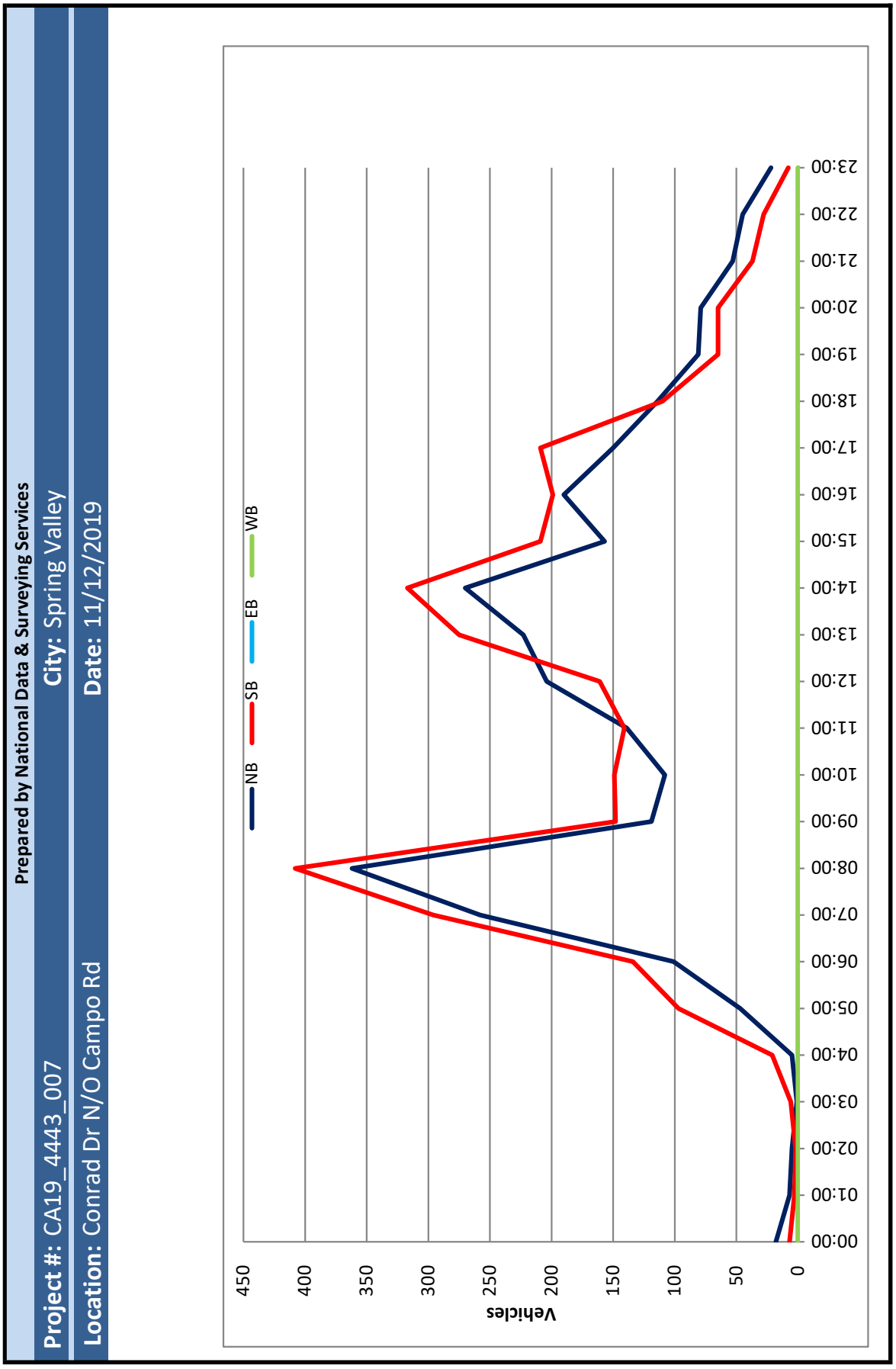
Prepared by NDS/ATD

DAILY TOTALS	NB	SB	EB	WB	To
	2,758	3,095	0	0	5,8

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TO
00:00	3		3		0	0	6		12:00	43		40		0	0	83
00:15	6		1		0	0	7		12:15	45		48		0	0	93
00:30	6		2		0	0	8		12:30	58		40		0	0	98
00:45	3	18	1	7	0	0	4	25	12:45	58	204	33	161	0	0	91
01:00	2		1		0	0	3		13:00	53		88		0	0	141
01:15	4		1		0	0	5		13:15	47		78		0	0	125
01:30	0		1		0	0	1		13:30	51		43		0	0	94
01:45	1	7	0	3	0	0	1	10	13:45	72	223	66	275	0	0	138
02:00	2		0		0	0	2		14:00	75		60		0	0	135
02:15	1		1		0	0	2		14:15	79		129		0	0	208
02:30	2		0		0	0	2		14:30	58		69		0	0	127
02:45	0	5	1	2	0	0	1	7	14:45	58	270	59	317	0	0	117
03:00	1		2		0	0	3		15:00	50		53		0	0	103
03:15	0		2		0	0	2		15:15	41		58		0	0	99
03:30	0		1		0	0	1		15:30	23		49		0	0	72
03:45	0	1	1	6	0	0	1	7	15:45	43	157	49	209	0	0	92
04:00	0		2		0	0	2		16:00	43		30		0	0	73
04:15	1		5		0	0	6		16:15	44		49		0	0	93
04:30	1		7		0	0	8		16:30	54		65		0	0	119
04:45	3	5	7	21	0	0	10	26	16:45	49	190	55	199	0	0	104
05:00	2		19		0	0	21		17:00	38		62		0	0	100
05:15	9		13		0	0	22		17:15	36		48		0	0	84
05:30	8		33		0	0	41		17:30	34		53		0	0	87
05:45	28	47	32	97	0	0	60	144	17:45	42	150	46	209	0	0	88
06:00	20		39		0	0	59		18:00	27		38		0	0	65
06:15	29		26		0	0	55		18:15	29		24		0	0	53
06:30	17		35		0	0	52		18:30	32		21		0	0	53
06:45	35	101	34	134	0	0	69	235	18:45	26	114	27	110	0	0	53
07:00	37		49		0	0	86		19:00	22		22		0	0	44
07:15	50		49		0	0	99		19:15	23		17		0	0	40
07:30	87		79		0	0	166		19:30	21		14		0	0	35
07:45	84	258	119	296	0	0	203	554	19:45	15	81	12	65	0	0	27
08:00	97		96		0	0	193		20:00	17		13		0	0	30
08:15	100		113		0	0	213		20:15	18		15		0	0	33
08:30	122		140		0	0	262		20:30	23		22		0	0	45
08:45	43	362	59	408	0	0	102	770	20:45	21	79	15	65	0	0	36
09:00	26		35		0	0	61		21:00	18		11		0	0	29
09:15	29		31		0	0	60		21:15	16		9		0	0	25
09:30	36		41		0	0	77		21:30	10		9		0	0	19
09:45	28	119	41	148	0	0	69	267	21:45	9	53	8	37	0	0	17
10:00	28		30		0	0	58		22:00	12		8		0	0	20
10:15	26		31		0	0	57		22:15	16		6		0	0	22
10:30	27		48		0	0	75		22:30	10		11		0	0	21
10:45	27	108	40	149	0	0	67	257	22:45	7	45	3	28	0	0	10
11:00	33		33		0	0	66		23:00	3		1		0	0	4
11:15	34		37		0	0	71		23:15	9		3		0	0	12
11:30	30		27		0	0	57		23:30	5		3		0	0	8
11:45	42	139	44	141	0	0	86	280	23:45	5	22	1	8	0	0	6
TOTALS		1170		1412				2582	TOTALS		1588		1683			
SPLIT %		45.3%		54.7%				44.1%	SPLIT %		48.5%		51.5%			

DAILY TOTALS	NB	SB	EB	WB	To
	2,758	3,095	0	0	5,8

AM Peak Hour	07:45	07:45			07:45				PM Peak Hour	13:45	13:45					
AM Pk Volume	403	468			871				PM Pk Volume	284	324					
Pk Hr Factor	0.826	0.836			0.831				Pk Hr Factor	0.899	0.628					
7 - 9 Volume	620	704	0	0	1324				4 - 6 Volume	340	408	0	0			
7 - 9 Peak Hour	07:45	07:45			07:45				4 - 6 Peak Hour	16:00	16:15					
7 - 9 Pk Volume	403	468	0	0	871				4 - 6 Pk Volume	190	231	0	0			
Pk Hr Factor	0.826	0.836	0.000	0.000	0.831				Pk Hr Factor	0.880	0.888	0.000	0.000			


Prepared by National Data & Surveying Services
Project #: CA19_4443_007
City: Spring Valley
Location: Conrad Dr N/O Campo Rd
Date: 11/12/2019
NB
SB
EB
WB
Vehicles
450
400
350
300
250
200
150
100
50
0
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00

Prepared by National Data & Surveying Services

CLASSIFICATION

Barcelona St S/O Campo Rd

Day: Tuesday
Date: 11/12/2019

City: Spring Valley
Project #: CA19_4443_008

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	55	1	0	0	0	0	0	0	0	0	0	0	56
01:00	0	34	3	0	0	0	0	0	0	0	0	0	0	37
02:00	0	19	1	0	1	0	0	0	0	0	0	0	0	21
03:00	0	13	3	0	0	0	0	0	0	0	0	0	0	16
04:00	0	30	13	0	2	0	0	0	0	0	0	0	0	45
05:00	0	101	37	0	4	0	0	0	0	0	0	0	0	142
06:00	0	211	23	0	2	0	0	0	0	0	0	0	0	236
07:00	4	477	51	2	6	2	0	1	0	0	0	0	0	543
08:00	1	368	36	0	6	1	0	2	0	0	0	0	0	414
09:00	2	261	31	0	3	0	0	2	1	0	0	0	0	300
10:00	0	247	35	0	11	0	0	0	0	0	0	0	0	293
11:00	3	340	40	4	8	2	0	1	0	0	0	0	0	398
12:00 PM	3	335	45	2	5	2	0	1	1	0	0	0	0	394
13:00	1	362	44	5	2	1	0	1	1	0	0	0	0	417
14:00	1	373	56	2	7	3	0	1	0	0	0	0	0	443
15:00	3	403	61	0	4	0	0	1	1	0	0	0	0	473
16:00	5	435	44	0	2	1	0	1	1	0	0	0	0	489
17:00	2	510	32	1	2	0	0	1	0	0	0	0	0	548
18:00	0	380	30	0	7	3	0	0	0	0	0	0	0	420
19:00	0	291	27	2	1	2	0	0	0	0	0	0	0	323
20:00	0	232	18	0	0	0	0	0	0	0	0	0	0	250
21:00	0	200	18	0	0	0	0	0	0	0	0	0	0	218
22:00	0	122	10	0	1	0	0	0	0	0	0	0	0	133
23:00	0	96	7	0	0	0	0	0	0	0	0	0	0	103
Totals	25	5895	666	18	74	17		12	5					6712
% of Totals	0%	88%	10%	0%	1%	0%		0%	0%					100%

AM Volumes	10	2156	274	6	43	5	0	6	1	0	0	0	0	2501
% AM	0%	32%	4%	0%	1%	0%		0%	0%					37%
AM Peak Hour	07:00	07:00	07:00	11:00	10:00	07:00		08:00	09:00					07:00
Volume	4	477	51	4	11	2		2	1					543
PM Volumes	15	3739	392	12	31	12	0	6	4	0	0	0	0	4211
% PM	0%	56%	6%	0%	0%	0%		0%	0%					63%
PM Peak Hour	16:00	17:00	15:00	13:00	14:00	14:00		12:00	12:00					17:00
Volume	5	510	61	5	7	3		1	1					548

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume		%	Volume		%	Volume		%	Volume		%
	957	⟷	14%	811	⟷	12%	1037	⟷	15%	3907	⟷	58%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

2 - 376

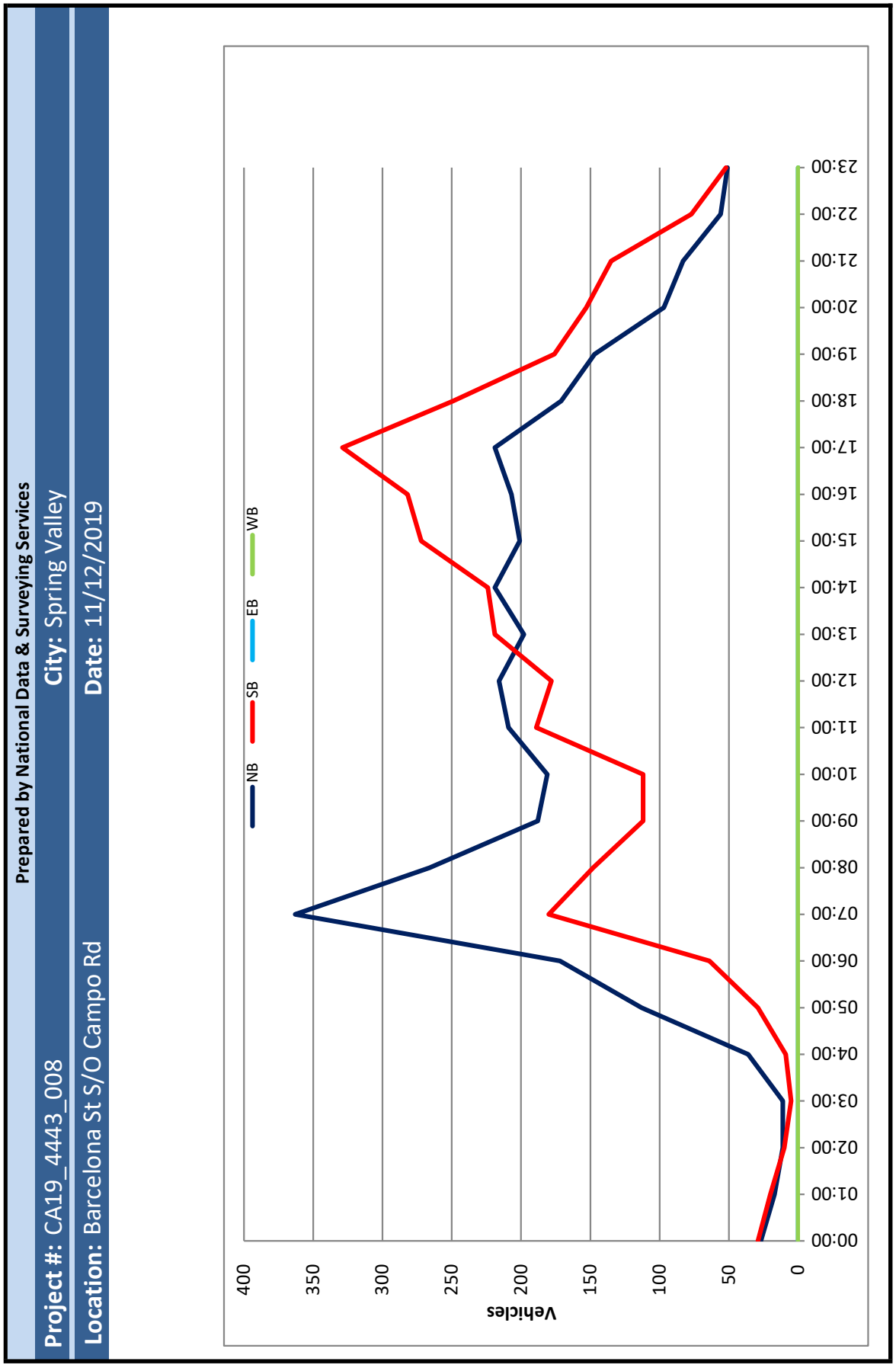
Prepared by NDS/ATD

DAILY TOTALS	NB	SB	EB	WB	To
	3,459	3,253	0	0	6,7

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TO
00:00	5		10		0	0	15		12:00	59		49		0	0	108
00:15	13		7		0	0	20		12:15	57		44		0	0	101
00:30	5		9		0	0	14		12:30	43		46		0	0	89
00:45	4	27	3	29	0	0	7	56	12:45	57	216	39	178	0	0	96
01:00	3		5		0	0	8		13:00	51		69		0	0	120
01:15	8		8		0	0	16		13:15	55		58		0	0	113
01:30	5		2		0	0	7		13:30	49		46		0	0	95
01:45	1	17	5	20	0	0	6	37	13:45	43	198	46	219	0	0	89
02:00	3		6		0	0	9		14:00	44		56		0	0	100
02:15	2		3		0	0	5		14:15	59		54		0	0	113
02:30	4		0		0	0	4		14:30	60		51		0	0	111
02:45	2	11	1	10	0	0	3	21	14:45	56	219	63	224	0	0	119
03:00	3		0		0	0	3		15:00	59		71		0	0	130
03:15	2		3		0	0	5		15:15	50		71		0	0	121
03:30	1		1		0	0	2		15:30	52		61		0	0	113
03:45	5	11	1	5	0	0	6	16	15:45	40	201	69	272	0	0	109
04:00	5		2		0	0	7		16:00	57		68		0	0	125
04:15	7		0		0	0	7		16:15	45		77		0	0	122
04:30	8		2		0	0	10		16:30	54		61		0	0	115
04:45	16	36	5	9	0	0	21	45	16:45	51	207	76	282	0	0	127
05:00	21		6		0	0	27		17:00	49		76		0	0	125
05:15	25		9		0	0	34		17:15	43		95		0	0	138
05:30	29		5		0	0	34		17:30	66		79		0	0	145
05:45	38	113	9	29	0	0	47	142	17:45	61	219	79	329	0	0	140
06:00	44		14		0	0	58		18:00	38		88		0	0	126
06:15	42		11		0	0	53		18:15	45		56		0	0	101
06:30	44		16		0	0	60		18:30	46		55		0	0	101
06:45	42	172	23	64	0	0	65	236	18:45	42	171	50	249	0	0	92
07:00	80		26		0	0	106		19:00	39		52		0	0	91
07:15	76		38		0	0	114		19:15	35		39		0	0	74
07:30	98		50		0	0	148		19:30	41		52		0	0	93
07:45	109	363	66	180	0	0	175	543	19:45	32	147	33	176	0	0	65
08:00	79		50		0	0	129		20:00	23		35		0	0	58
08:15	63		35		0	0	98		20:15	30		46		0	0	76
08:30	64		34		0	0	98		20:30	21		41		0	0	62
08:45	60	266	29	148	0	0	89	414	20:45	23	97	31	153	0	0	54
09:00	50		35		0	0	85		21:00	25		47		0	0	72
09:15	61		23		0	0	84		21:15	25		30		0	0	55
09:30	33		30		0	0	63		21:30	13		27		0	0	40
09:45	44	188	24	112	0	0	68	300	21:45	20	83	31	135	0	0	51
10:00	53		31		0	0	84		22:00	17		28		0	0	45
10:15	41		29		0	0	70		22:15	13		23		0	0	36
10:30	46		29		0	0	75		22:30	11		15		0	0	26
10:45	41	181	23	112	0	0	64	293	22:45	15	56	11	77	0	0	26
11:00	41		27		0	0	68		23:00	16		16		0	0	32
11:15	33		59		0	0	92		23:15	11		11		0	0	22
11:30	50		49		0	0	99		23:30	10		16		0	0	26
11:45	85	209	54	189	0	0	139	398	23:45	14	51	9	52	0	0	23
TOTALS		1594		907				2501	TOTALS		1865		2346			
SPLIT %		63.7%		36.3%				37.3%	SPLIT %		44.3%		55.7%			

DAILY TOTALS	NB	SB	EB	WB	To
	3,459	3,253	0	0	6,7

AM Peak Hour	07:00	11:15			07:15	PM Peak Hour	14:15	17:15		
AM Pk Volume	363	211			566	PM Pk Volume	234	341		
Pk Hr Factor	0.833	0.894			0.809	Pk Hr Factor	0.975	0.897		
7 - 9 Volume	629	328	0	0	957	4 - 6 Volume	426	611	0	0
7 - 9 Peak Hour	07:00	07:15			07:15	4 - 6 Peak Hour	17:00	17:00		
7 - 9 Pk Volume	363	204	0	0	566	4 - 6 Pk Volume	219	329	0	0
Pk Hr Factor	0.833	0.773	0.000	0.000	0.809	Pk Hr Factor	0.830	0.866	0.000	0.000


Prepared by National Data & Surveying Services
Project #: CA19_4443_008
City: Spring Valley
Location: Barcelona St S/O Campo Rd
Date: 11/12/2019
NB
SB
EB
WB
Vehicles
400
350
300
250
200
150
100
50
0
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00

2 - 378

Prepared by National Data & Surveying Services

VOLUME

Casa De Oro Blvd E/O Campo Rd & Granada Ave

Day: Tuesday
Date: 11/12/2019

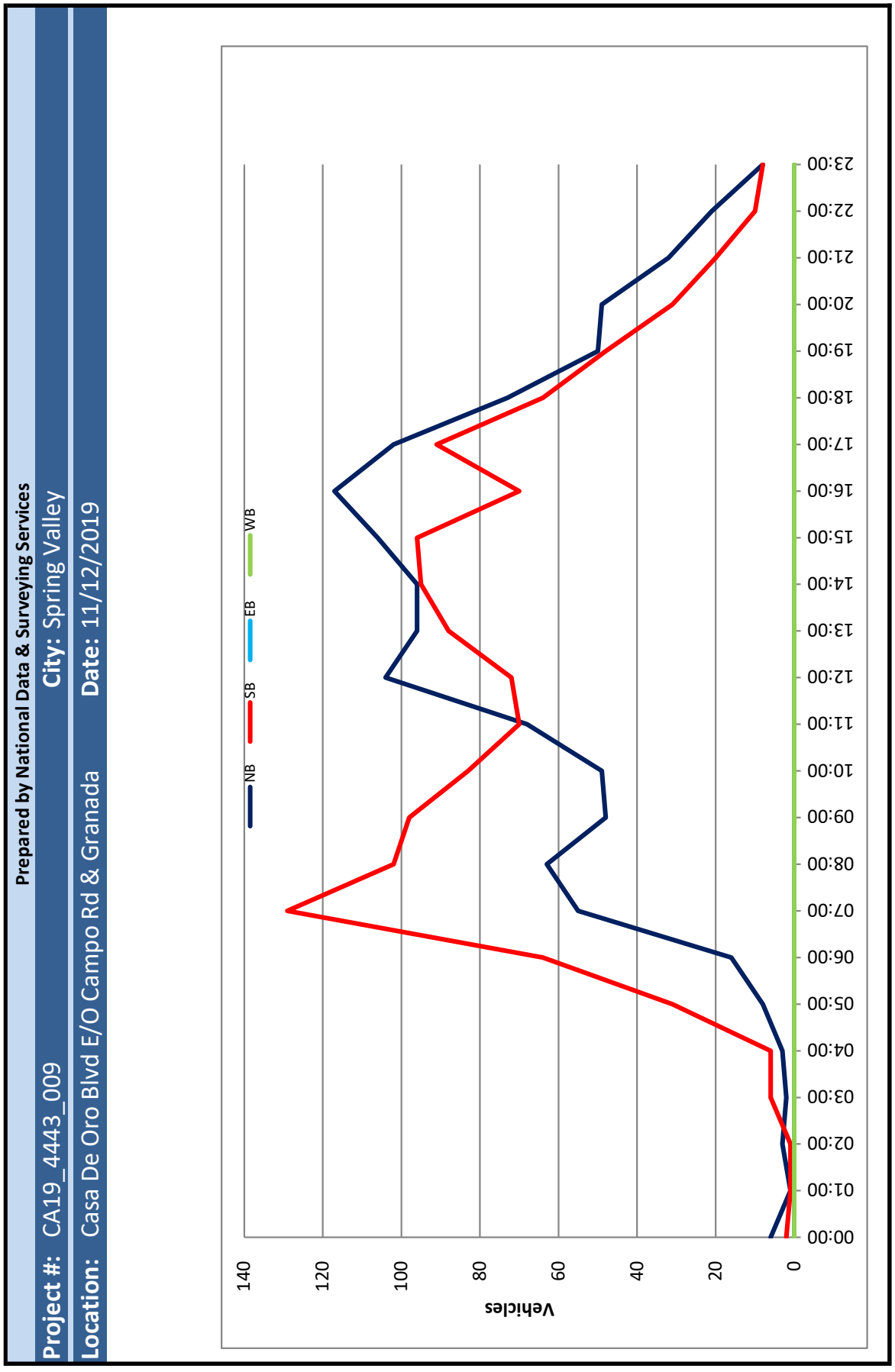
City: Spring Valley
Project #: CA19_4443_009

DAILY TOTALS	NB	SB	EB	WB	Total
	1,176	1,286	0	0	2,462

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	4		0						4		12:00	26		18						44	
00:15	0		0						0		12:15	31		13						44	
00:30	2		2						4		12:30	24		19						43	
00:45	0	6	0	2					0	8	12:45	23	104	22	72					45	176
01:00	1		0						1		13:00	25		35						60	
01:15	0		0						0		13:15	22		16						38	
01:30	0		1						1		13:30	23		23						46	
01:45	0	1	0	1					0	2	13:45	26	96	14	88					40	184
02:00	0		0						0		14:00	22		23						45	
02:15	2		0						2		14:15	32		19						51	
02:30	1		1						2		14:30	16		28						44	
02:45	0	3	0	1					0	4	14:45	26	96	25	95					51	191
03:00	1		0						1		15:00	19		16						35	
03:15	1		2						3		15:15	33		23						56	
03:30	0		3						3		15:30	25		32						57	
03:45	0	2	1	6					1	8	15:45	29	106	25	96					54	202
04:00	0		1						1		16:00	33		10						43	
04:15	2		0						2		16:15	26		13						39	
04:30	1		3						4		16:30	26		30						56	
04:45	0	3	2	6					2	9	16:45	32	117	17	70					49	187
05:00	0		5						5		17:00	29		17						46	
05:15	2		7						9		17:15	18		27						45	
05:30	2		10						12		17:30	30		22						52	
05:45	4	8	9	31					13	39	17:45	25	102	25	91					50	193
06:00	3		13						16		18:00	20		19						39	
06:15	3		17						20		18:15	14		12						26	
06:30	4		13						17		18:30	20		19						39	
06:45	6	16	21	64					27	80	18:45	19	73	14	64					33	137
07:00	9		16						25		19:00	10		15						25	
07:15	13		28						41		19:15	9		12						21	
07:30	13		39						52		19:30	14		9						23	
07:45	20	55	46	129					66	184	19:45	17	50	12	48					29	98
08:00	25		41						66		20:00	11		9						20	
08:15	10		34						44		20:15	11		6						17	
08:30	19		14						33		20:30	18		9						27	
08:45	9	63	13	102					22	165	20:45	9	49	7	31					16	80
09:00	16		28						44		21:00	8		6						14	
09:15	11		23						34		21:15	9		6						15	
09:30	9		26						35		21:30	9		5						14	
09:45	12	48	21	98					33	146	21:45	6	32	3	20					9	52
10:00	11		25						36		22:00	6		3						9	
10:15	15		14						29		22:15	3		3						6	
10:30	10		23						33		22:30	4		1						5	
10:45	13	49	21	83					34	132	22:45	8	21	3	10					11	31
11:00	15		11						26		23:00	2		0						2	
11:15	14		21						35		23:15	1		1						2	
11:30	11		18						29		23:30	0		2						2	
11:45	28	68	20	70					48	138	23:45	5	8	5	8					10	16
TOTALS		322		593						915	TOTALS		854		693						1547
SPLIT %		35.2%		64.8%						37.2%	SPLIT %		55.2%		44.8%						62.8%

DAILY TOTALS	NB	SB	EB	WB	Total
	1,176	1,286	0	0	2,462

AM Peak Hour	11:45	07:30							07:30		PM Peak Hour	15:15	12:45								15:15
AM Pk Volume	109	160							228		PM Pk Volume	120	96								210
Pk Hr Factor	0.879	0.870							0.864		Pk Hr Factor	0.909	0.686								0.921
7 - 9 Volume	118	231	0	0					349		4 - 6 Volume	219	161	0	0						380
7 - 9 Peak Hour	07:45	07:30							07:30		4 - 6 Peak Hour	16:00	16:30								16:30
7 - 9 Pk Volume	74	160	0	0					228		4 - 6 Pk Volume	117	91	0	0						196
Pk Hr Factor	0.740	0.870	0.000	0.000					0.864		Pk Hr Factor	0.886	0.758	0.000	0.000						0.875


Prepared by National Data & Surveying Services
Project #: CA19_4443_009
City: Spring Valley
Location: Casa De Oro Blvd E/O Campo Rd & Granada
Date: 11/12/2019
NB
SB
EB
WB
Vehicles
0
20
40
60
80
100
120
140
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00

2 - 380

Prepared by National Data & Surveying Services

VOLUME

Ramona Dr Bet. Madrid Way & Casa De Oro Blvd

Day: Tuesday
Date: 11/12/2019

City: Spring Valley
Project #: CA19_4443_010

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	599	632	1,231

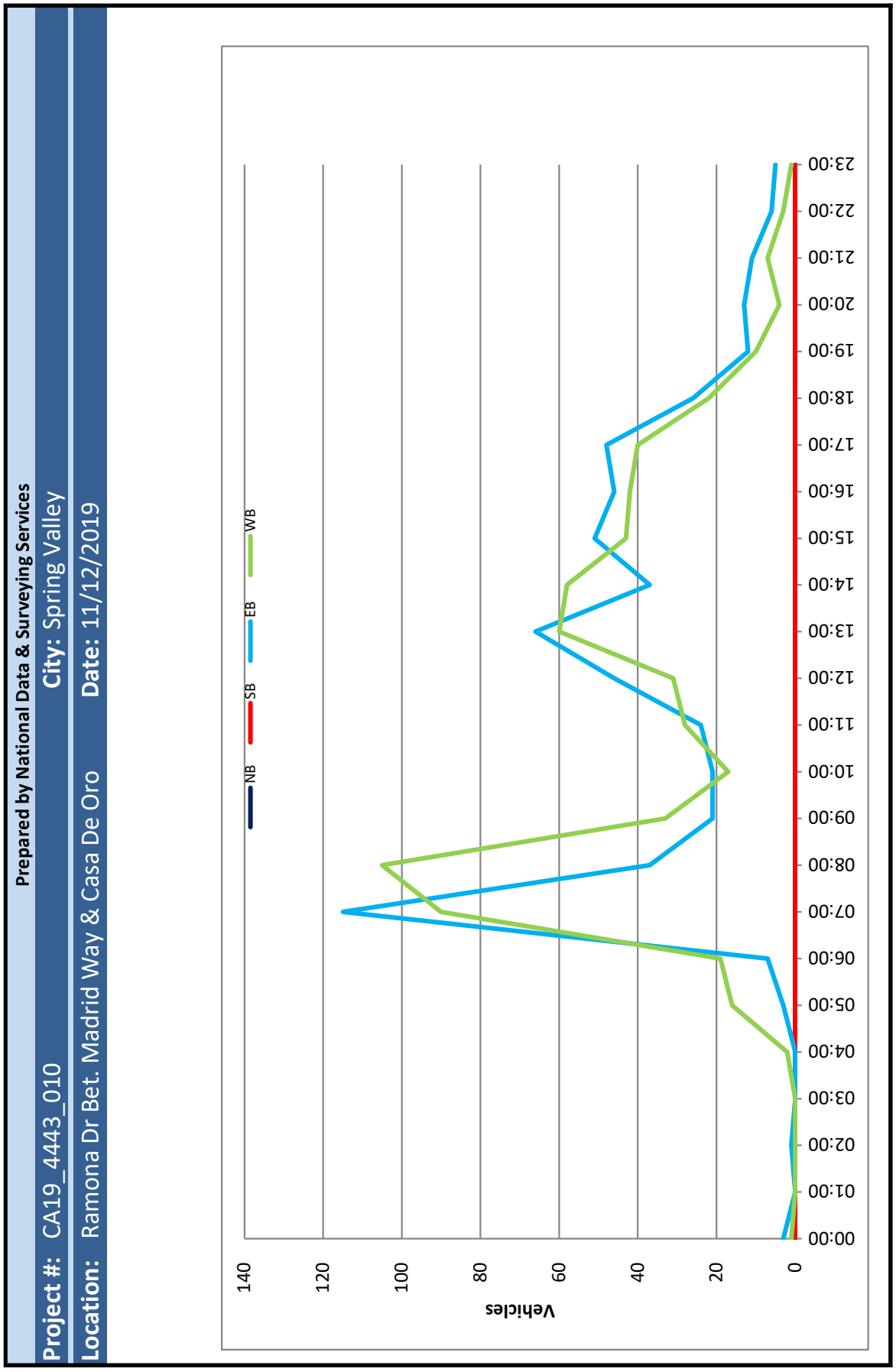
AM Period	NB		SB		EB		WB		TOTAL	
00:00					0		0		0	
00:15					2		1		3	
00:30					0		0		0	
00:45					1	3	0	1	1	4
01:00					0		0		0	
01:15					0		0		0	
01:30					0		0		0	
01:45					0		0		0	
02:00					0		0		0	
02:15					0		0		0	
02:30					0		0		0	
02:45					1	1	0		1	1
03:00					0		0		0	
03:15					0		0		0	
03:30					0		0		0	
03:45					0		0		0	
04:00					0		0		0	
04:15					0		1		1	
04:30					0		0		0	
04:45					0		1	2	1	2
05:00					0		1		1	
05:15					1		4		5	
05:30					0		7		7	
05:45					2	3	4	16	6	19
06:00					3		7		10	
06:15					1		5		6	
06:30					2		3		5	
06:45					1	7	4	19	5	26
07:00					6		12		18	
07:15					19		11		30	
07:30					32		27		59	
07:45					58	115	40	90	98	205
08:00					18		69		87	
08:15					6		21		27	
08:30					6		10		16	
08:45					7	37	5	105	12	142
09:00					7		9		16	
09:15					4		12		16	
09:30					6		6		12	
09:45					4	21	6	33	10	54
10:00					5		3		8	
10:15					5		5		10	
10:30					8		3		11	
10:45					3	21	6	17	9	38
11:00					5		6		11	
11:15					5		8		13	
11:30					8		6		14	
11:45					6	24	8	28	14	52
TOTALS						232		311		543
SPLIT %						42.7%		57.3%		44.1%

PM Period	NB		SB		EB		WB		TOTAL	
12:00					6		8		14	
12:15					7		9		16	
12:30					9		4		13	
12:45					24	46	10	31	34	77
13:00					34		33		67	
13:15					9		15		24	
13:30					12		9		21	
13:45					11	66	3	60	14	126
14:00					7		21		28	
14:15					7		14		21	
14:30					12		10		22	
14:45					11	37	13	58	24	95
15:00					9		8		17	
15:15					11		7		18	
15:30					12		10		22	
15:45					19	51	18	43	37	94
16:00					11		11		22	
16:15					10		15		25	
16:30					8		3		11	
16:45					17	46	13	42	30	88
17:00					14		15		29	
17:15					16		6		22	
17:30					8		13		21	
17:45					10	48	6	40	16	88
18:00					8		9		17	
18:15					11		2		13	
18:30					5		5		10	
18:45					2	26	6	22	8	48
19:00					5		3		8	
19:15					5		3		8	
19:30					1		3		4	
19:45					1	12	1	10	2	22
20:00					4		0		4	
20:15					3		0		3	
20:30					4		3		7	
20:45					2	13	1	4	3	17
21:00					3		1		4	
21:15					3		3		6	
21:30					1		2		3	
21:45					4	11	1	7	5	18
22:00					3		0		3	
22:15					0		3		3	
22:30					2		0		2	
22:45					1	6	0	3	1	9
23:00					0		0		0	
23:15					2		0		2	
23:30					0		1		1	
23:45					3	5	0	1	3	6
TOTALS						367		321		688
SPLIT %						53.3%		46.7%		55.9%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	599	632	1,231

AM Peak Hour			07:15	07:30	07:15
AM Pk Volume			127	157	274
Pk Hr Factor			0.547	0.569	0.699
7 - 9 Volume	0	0	152	195	347
7 - 9 Peak Hour			07:15	07:30	07:15
7 - 9 Pk Volume	0	0	127	157	274
Pk Hr Factor	0.000	0.000	0.547	0.569	0.699

PM Peak Hour			12:45	12:45	12:45
PM Pk Volume			79	67	146
Pk Hr Factor			0.581	0.508	0.545
4 - 6 Volume	0	0	94	82	176
4 - 6 Peak Hour			16:30	16:45	16:45
4 - 6 Pk Volume	0	0	55	47	102
Pk Hr Factor	0.000	0.000	0.809	0.783	0.850


Prepared by National Data & Surveying Services
Project #: CA19_4443_010
City: Spring Valley
Location: Ramona Dr Bet. Madrid Way & Casa De Oro
Date: 11/12/2019
NB
SB
EB
WB
Vehicles
0
20
40
60
80
100
120
140
00:00
01:00
02:00
03:00
04:00
05:00
06:00
07:00
08:00
09:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00

Prepared by National Data & Surveying Services

Kenwood Dr & SR-94 EB Ramps

Peak Hour Turning Movement Count

ID: 19-04442-001
City: Spring Valley

Day: Tuesday
Date: 11/12/2019

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	07:00 AM - 09:00 AM
NONE	NONE
04:15 PM - 05:15 PM	04:00 PM - 06:00 PM

SOUTHBOUND (Kenwood Dr)

	L	T	R	U	Total	
AM	0	460	55	0	891	AM
NOON	0	0	0	0	0	NOON
PM	0	462	81	0	923	PM

EASTBOUND (SR-94 EB Ramps)

AM	NOON	PM		
0	0	0	⇦	
0	0	0	↰	0
339	0	496	↱	1.5
1	0	4	→	0.5
102	0	204	↱	1
AM	NOON	PM		

WESTBOUND (SR-94 EB Ramps)

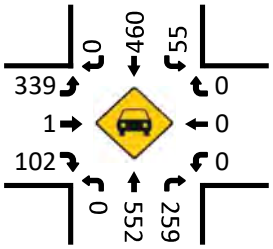
PM	NOON	AM		
0	0	0	↰	0
0	0	0	←	0
0	0	0	↰	0
0	0	0	↰	0
295	0	315	⇨	
PM	NOON	AM		

NORTHBOUND (Kenwood Dr)

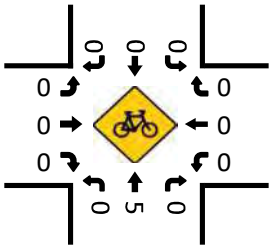
	L	T	T	R	Total	
PM	666	0	0	427	210	PM
NOON	0	0	0	0	0	NOON
AM	562	0	0	552	259	AM

CONTROL			
3-Way Stop (NB/SB/EB)			
TEV	1768	0	1884
	AM	NOON	PM
PHF	0.92		0.91

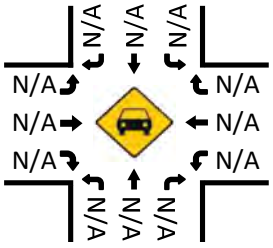
Total Vehicles (AM)



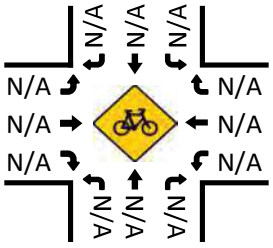
Bikes (AM)



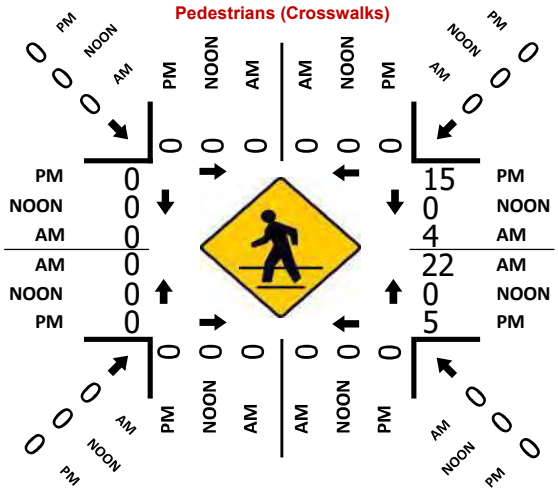
Total Vehicles (Noon)



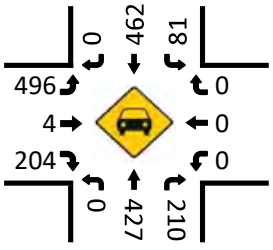
Bikes (NOON)



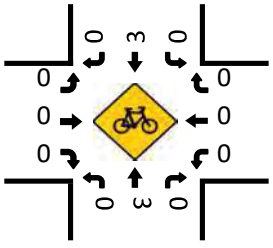
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



Prepared by National Data & Surveying Services

Kenwood Dr & SR-94 WB Ramps

Peak Hour Turning Movement Count

ID: 19-04442-002
City: Spring Valley

Day: Tuesday
Date: 11/12/2019

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	07:00 AM - 09:00 AM
NONE	NONE
04:15 PM - 05:15 PM	04:00 PM - 06:00 PM

Kenwood Dr — SOUTHBOUND

	L	T	R	U	
AM	562	337	0	0	809 AM
NOON	0	0	0	0	0 NOON
PM	421	370	0	0	788 PM

SR-94 WB Ramps — EASTBOUND

	AM	NOON	PM
	832	0	619
	0	0	0
	0	0	0
	0	0	0
	0	0	0

WESTBOUND — SR-94 WB Ramps

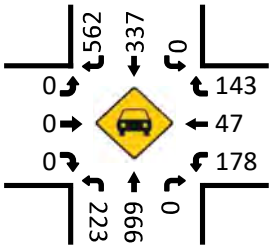
	PM	NOON	AM
	63	0	143
	0	0	47
	176	0	178
	0	0	0
	0	0	0

Kenwood Dr — NORTHBOUND

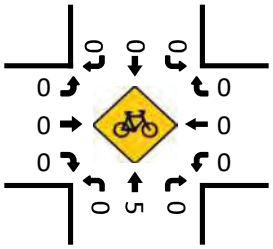
	L	T	R	U	
PM	546	0	198	725	0 PM
NOON	0	0	0	0	0 NOON
AM	515	0	223	666	0 AM

CONTROL			
3-Way Stop (NB/SB/WB)			
TEV	2156 AM	0 NOON	1953 PM
PHF	0.96		0.94

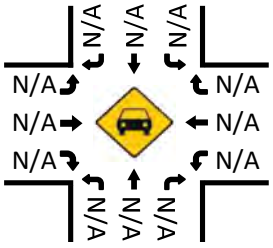
Total Vehicles (AM)



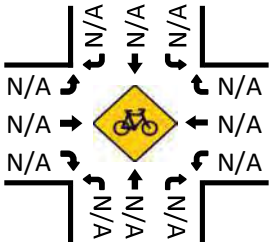
Bikes (AM)



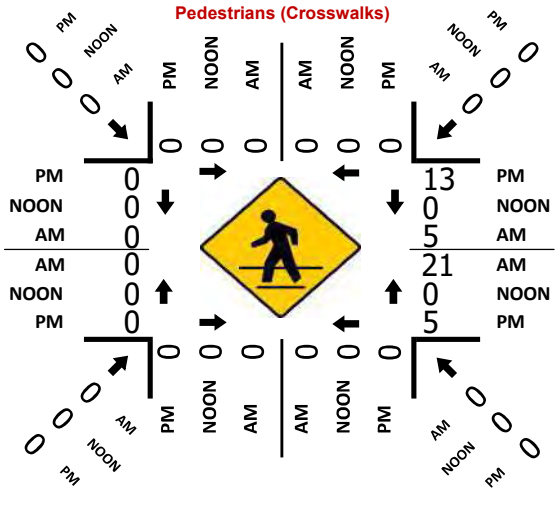
Total Vehicles (Noon)



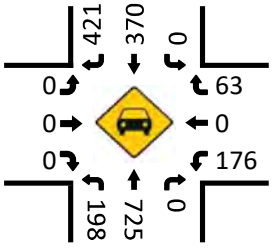
Bikes (NOON)



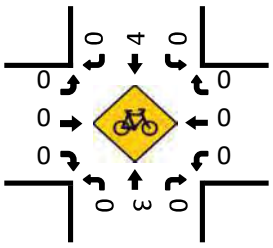
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



Prepared by National Data & Surveying Services

Kenwood Dr & Kenora Dr

Peak Hour Turning Movement Count

ID: 19-04442-003
City: Spring Valley

Day: Tuesday
Date: 11/12/2019

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	07:00 AM - 09:00 AM
NONE	NONE
04:15 PM - 05:15 PM	04:00 PM - 06:00 PM

Kenwood Dr — SOUTHBOUND

AM	0	797	6	0	764	AM
NOON	0	0	0	0	0	NOON
PM	0	660	18	0	709	PM

Kenora Dr — EASTBOUND

AM	NOON	PM	
0	0	0	
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
AM	NOON	PM	

Kenora Dr — WESTBOUND

PM	NOON	AM	
36	0	33	0
0	0	0	1
129	0	119	0
0	0	0	0
131	0	72	
PM	NOON	AM	

Kenwood Dr — NORTHBOUND

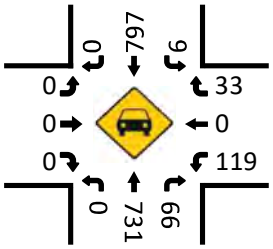
PM	789	0	0	673	113	PM
NOON	0	0	0	0	0	NOON
AM	916	0	0	731	66	AM

	0	2	0	0
	0	0	2	0

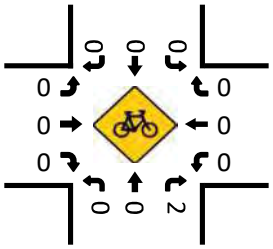
CONTROL: 1-Way Stop (WB)

TEV	1752	0	1629
	AM	NOON	PM
PHF	0.92		0.99

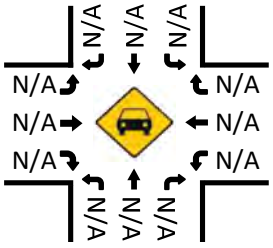
Total Vehicles (AM)



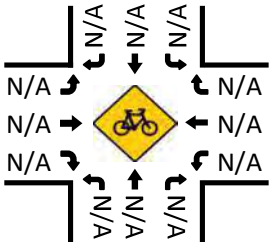
Bikes (AM)



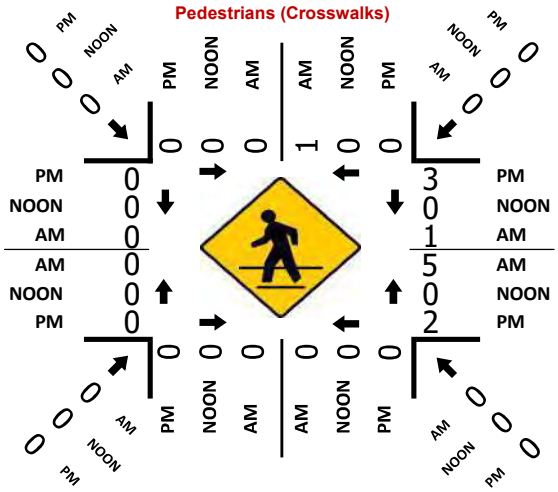
Total Vehicles (Noon)



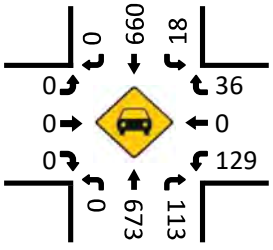
Bikes (NOON)



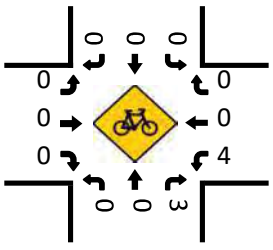
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



Kenwood Dr

SOUTHBOUND

Kenora Dr

EASTBOUND

WESTBOUND

Kenora Dr

NORTHBOUND

Kenwood Dr

Prepared by National Data & Surveying Services

Kenwood Dr & Campo Rd

Peak Hour Turning Movement Count

ID: 19-04442-004
City: Spring Valley

Day: Tuesday
Date: 11/12/2019

	PEAK HOURS	COUNT PERIODS
AM	07:30 AM - 08:30 AM	07:00 AM - 09:00 AM
NOON	NONE	NONE
PM	04:00 PM - 05:00 PM	04:00 PM - 06:00 PM

Kenwood Dr — SOUTHBOUND

	Right	Through	Left	U-Turn	Departing
AM	0	0	0	1	4
NOON	0	0	0	0	0
PM	0	0	0	2	3
Lanes	0	0	0	0	

Campo Rd — EASTBOUND

	AM	NOON	PM	Lanes
Departing	722	0	294	
U-Turn	0	0	0	0
Left	0	0	0	0
Through	182	0	349	1.5
Right	74	0	108	0.5

Campo Rd — WESTBOUND

	PM	NOON	AM	Lanes
Right	1	0	1	0
Through	191	0	517	1
Left	553	0	736	2
U-Turn	0	0	0	0
Departing	961	0	744	

Kenwood Dr — NORTHBOUND

	Departing	U-Turn	Left	Through	Right
Lanes		0	1	0	2
PM	661	0	103	0	612
NOON	0	0	0	0	0
AM	810	0	205	2	562

CONTROL

Signalized

	AM	NOON	PM
TEV	2280	0	1919
PHF	0.96		0.99

Total Vehicles (AM)

Approach	U-Turn	Left	Through	Right
Southbound	0	0	0	0
Eastbound		0	182	74
Westbound		736	517	1
Northbound		205	2	562

Total Vehicles (Noon)

All movements: N/A

Total Vehicles (PM)

Approach	U-Turn	Left	Through	Right
Southbound	0	0	0	0
Eastbound		0	349	108
Westbound		553	191	1
Northbound		103	0	612

Bikes (AM)

Approach	Left	Through	Right
Southbound	0	0	0
Eastbound	0	0	0
Westbound	0	1	0
Northbound	0	0	0

Bikes (NOON)

All movements: N/A

Bikes (PM)

Approach	Left	Through	Right
Southbound	0	0	0
Eastbound	0	0	0
Westbound	0	1	0
Northbound	0	0	0

Pedestrians (Crosswalks)

Crosswalk		PM	NOON	AM		AM	NOON	PM
North	→	0	0	2	←	2	0	6
South	→	5	0	8	←	1	0	3
West	↓	1	0	1	↑	2	0	0
East	↓	0	0	0	↑	0	0	0

Diagonal	PM	NOON	AM
Northwest	0	0	0
Northeast	0	0	0
Southwest	0	0	0
Southeast	0	0	0

Prepared by National Data & Surveying Services

Conrad Dr & Campo Rd

Peak Hour Turning Movement Count

ID: 19-04442-005
City: Spring Valley

Day: Tuesday
Date: 11/12/2019

PEAK HOURS	COUNT PERIODS
07:45 AM - 08:45 AM	07:00 AM - 09:00 AM
NONE	NONE
04:15 PM - 05:15 PM	04:00 PM - 06:00 PM

SOUTHBOUND — Conrad Dr

AM	378	10	146	0	337	AM
NOON	0	0	0	0	0	NOON
PM	157	13	79	0	187	PM
	1	0.5	0.5	0		

EASTBOUND — Campo Rd

AM	NOON	PM	
1277	0	741	
0	0	0	0
225	0	135	1
457	0	819	2
10	0	15	0
AM	NOON	PM	

WESTBOUND — Campo Rd

PM	NOON	AM	
52	0	111	0
584	0	898	2
14	0	10	1
0	0	0	0
910	0	605	
PM	NOON	AM	

NORTHBOUND — Conrad Dr

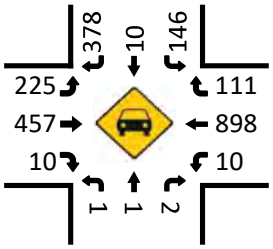
PM	42	0	0	0	12	PM
NOON	0	0	0	0	0	NOON
AM	30	0	1	1	2	AM
		0	0	0	0	

CONTROL

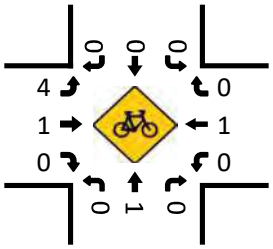
Signalized

TEV	2249	0	1880
	AM	NOON	PM
PHF	0.97		0.97

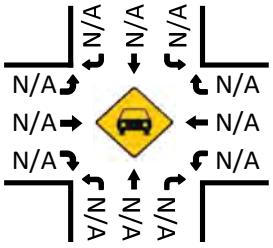
Total Vehicles (AM)



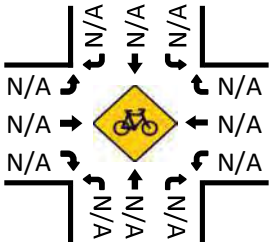
Bikes (AM)



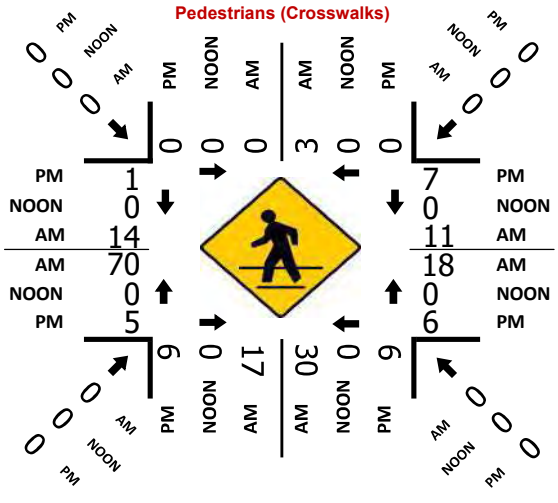
Total Vehicles (Noon)



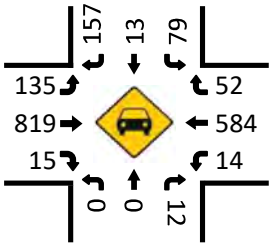
Bikes (NOON)



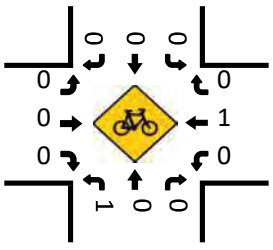
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



Prepared by National Data & Surveying Services

Bonita St & Campo Rd

Peak Hour Turning Movement Count

ID: 19-04442-006
City: Spring Valley

Day: Tuesday
Date: 11/12/2019

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	07:00 AM - 09:00 AM
NONE	NONE
04:00 PM - 05:00 PM	04:00 PM - 06:00 PM

SOUTHBOUND — Bonita St

	L	T	R	U	Total	
AM	60	12	45	0	156	AM
NOON	0	0	0	0	0	NOON
PM	40	18	33	0	75	PM

EASTBOUND — Campo Rd

	L	T	R	U	Total	
AM	0	1106	607	0	1713	AM
NOON	0	0	0	0	0	NOON
PM	0	44	41	0	85	PM
AM	0	450	675	0	1125	AM
NOON	0	0	0	0	0	NOON
PM	0	35	55	0	90	PM

WESTBOUND — Campo Rd

	L	T	R	U	Total	
PM	0	19	92	0	111	PM
NOON	0	493	978	0	1471	NOON
AM	0	23	29	0	52	AM
PM	0	0	0	0	0	PM
NOON	0	762	525	0	1287	NOON
AM	0	96	74	15	185	AM

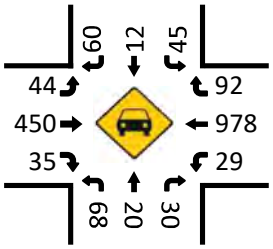
NORTHBOUND — Bonita St

	L	T	R	U	Total	
PM	54	15	20	0	89	PM
NOON	0	0	0	0	0	NOON
AM	30	20	68	0	118	AM

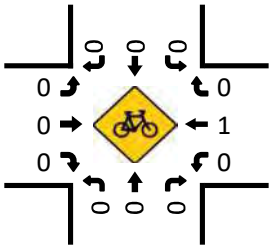
CONTROL: Signalized

TEV	1863	0	1540
	AM	NOON	PM
PHF	0.87		0.94

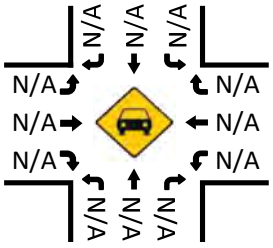
Total Vehicles (AM)



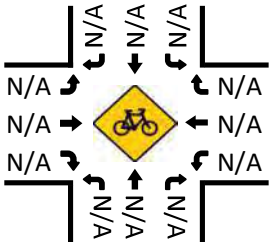
Bikes (AM)



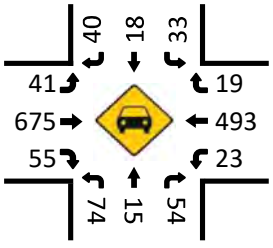
Total Vehicles (Noon)



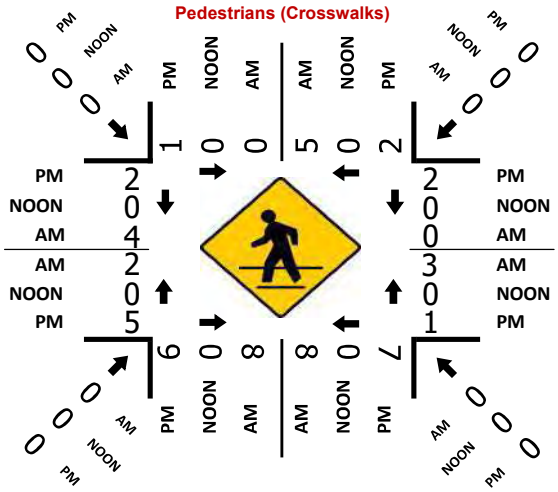
Bikes (NOON)



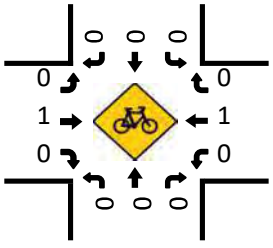
Total Vehicles (PM)



Pedestrians (Crosswalks)



Bikes (PM)



Prepared by National Data & Surveying Services

Barcelona St & Campo Rd

Peak Hour Turning Movement Count

ID: 19-04442-007
City: Spring Valley

Day: Tuesday
Date: 11/12/2019

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	07:00 AM - 09:00 AM
NONE	NONE
04:00 PM - 05:00 PM	04:00 PM - 06:00 PM

SOUTHBOUND — Barcelona St

	Left	Thru	Right	U-Turn	
AM	18	12	20	0	81
NOON	0	0	0	0	0
PM	22	26	22	0	39

EASTBOUND — Campo Rd

	AM	NOON	PM
	1100	0	532
0	0	0	0
1	13	0	10
2	340	0	494
0	158	0	236

WESTBOUND — Campo Rd

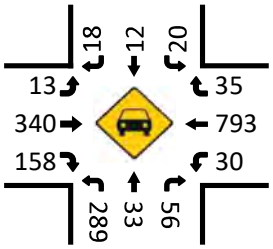
	PM	NOON	AM
0	20	0	35
2	363	0	793
1	57	0	30
0	0	0	0
	579	0	416

NORTHBOUND — Barcelona St

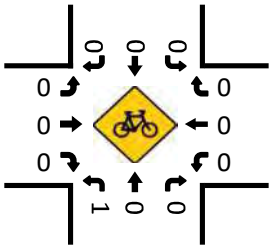
	Left	Thru	Right	U-Turn	
PM	319	0	147	9	63
NOON	0	0	0	0	0
AM	200	0	289	33	56

CONTROL			
Signalized			
TEV	1797	0	1469
	AM	NOON	PM
PHF	0.89		0.97

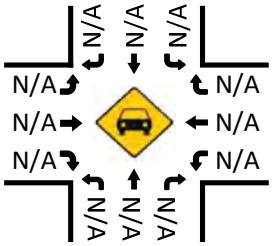
Total Vehicles (AM)



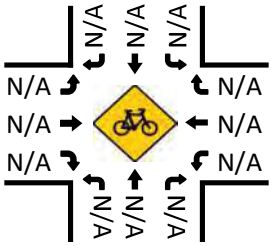
Bikes (AM)



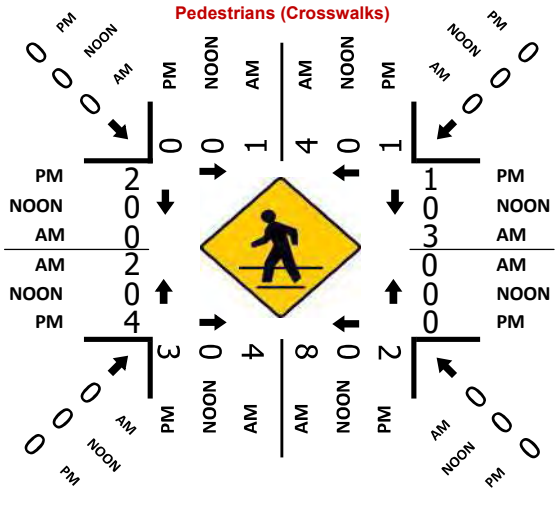
Total Vehicles (Noon)



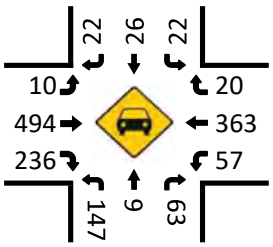
Bikes (NOON)



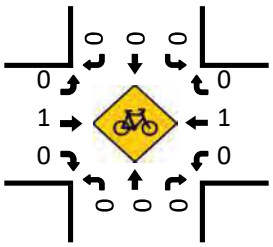
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



Prepared by National Data & Surveying Services

Cordoba Ave & Campo Rd

Peak Hour Turning Movement Count

ID: 19-04442-008
City: Spring Valley

Day: Tuesday
Date: 11/12/2019

PEAK HOURS	COUNT PERIODS
07:45 AM - 08:45 AM	07:00 AM - 09:00 AM
NONE	NONE
04:15 PM - 05:15 PM	04:00 PM - 06:00 PM

SOUTHBOUND — Cordoba Ave

AM	35	5	44	0	88	AM
NOON	0	0	0	0	0	NOON
PM	49	11	33	0	92	PM

EASTBOUND — Campo Rd

AM	NOON	PM	
838	0	423	
0	0	0	0
32	0	60	0
400	0	527	2
17	0	17	0

WESTBOUND — Campo Rd

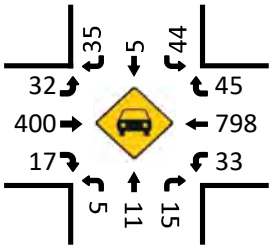
PM	NOON	AM	
28	0	45	0
365	0	798	2
27	0	33	0
0	0	0	0
580	0	459	

NORTHBOUND — Cordoba Ave

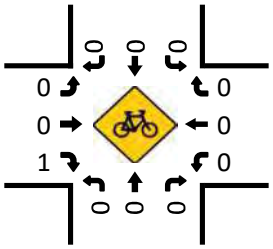
PM	56	1	9	4	20	PM
NOON	0	0	0	0	0	NOON
AM	55	0	5	11	15	AM

CONTROL			
2-Way Stop (NB/SB)			
TEV	1440	0	1151
	AM	NOON	PM
PHF	0.84		0.95

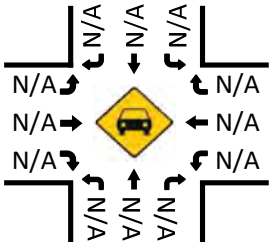
Total Vehicles (AM)



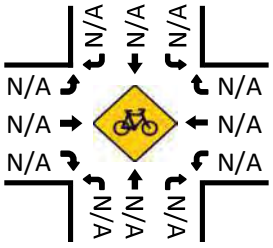
Bikes (AM)



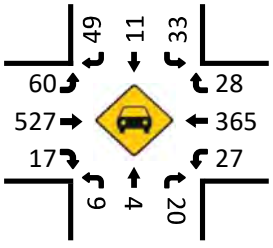
Total Vehicles (Noon)



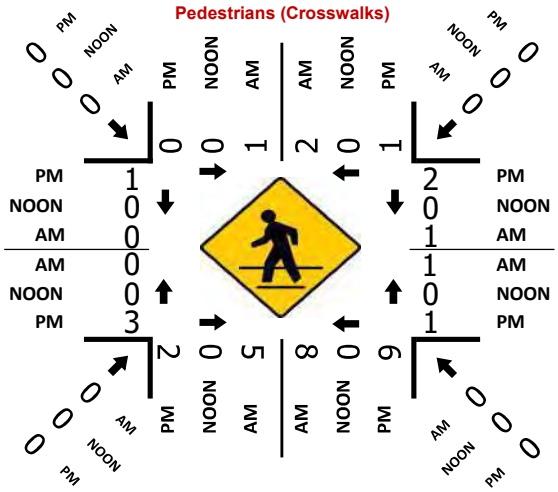
Bikes (NOON)



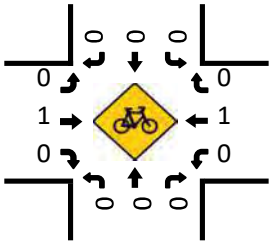
Total Vehicles (PM)



Pedestrians (Crosswalks)



Bikes (PM)



Prepared by National Data & Surveying Services

Granada Ave/Casa De Oro Blvd & Campo Rd

Peak Hour Turning Movement Count

ID: 19-04442-009
City: Spring Valley

Day: Tuesday
Date: 11/12/2019

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	07:00 AM - 09:00 AM
NONE	NONE
04:45 PM - 05:45 PM	04:00 PM - 06:00 PM

SOUTHBOUND — Granada Ave/Casa De Oro Blvd

AM	15	3	40	0	44 AM
NOON	0	0	0	0	0 NOON
PM	9	3	28	0	15 PM

EASTBOUND — Campo Rd

AM	NOON	PM		
742	0	334		
0	0	0	0	
17	0	3	1	
345	0	474	2	
9	0	9	0	

WESTBOUND — Campo Rd

PM	NOON	AM	
11	0	26	0.5
312	0	704	1.5
19	0	9	1
0	0	0	0
551	0	472	

NORTHBOUND — Granada Ave/Casa De Oro Blvd

PM	31	0	13	1	49 PM
NOON	0	0	0	0	0 NOON
AM	21	0	23	1	87 AM

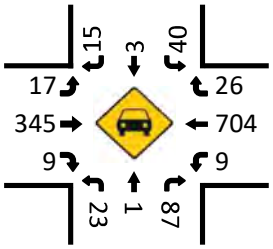
0	1	0	0	
			0	0
			0.5	0.5

CONTROL

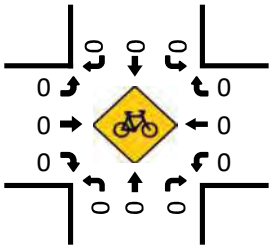
Signalized

TEV	1279 AM	0 NOON	931 PM
PHF	0.83		0.93

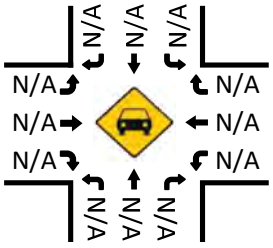
Total Vehicles (AM)



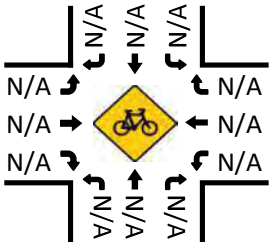
Bikes (AM)



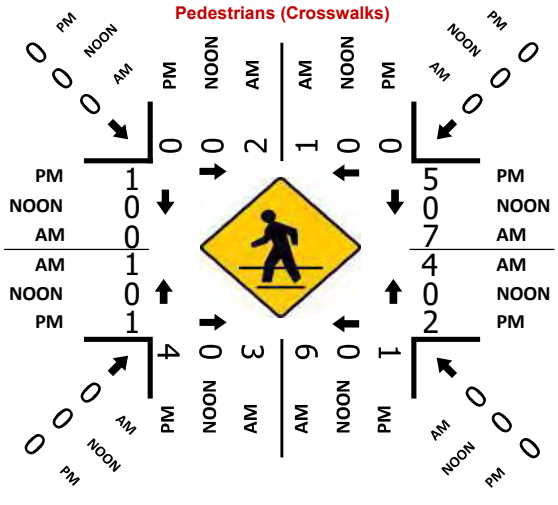
Total Vehicles (Noon)



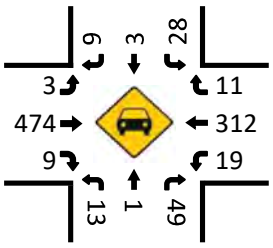
Bikes (NOON)



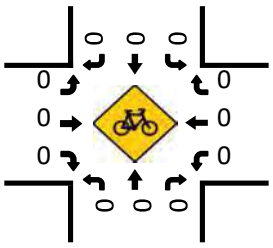
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Granada Ave/Casa De Oro Blvd & Campo Rd
City: Spring Valley
Control: Signalized

Project ID: 19-04442-009
Date: 11/12/2019

Total

NS/EW Streets:	Granada Ave/Casa De Oro Blvd					Granada Ave/Casa De Oro Blvd					Campo Rd					Campo Rd										
AM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					SOUTHBOUND2					
	0	0.5	0.5	0	0	0	1	0	0	0	1	2	0	0	0	1	1.5	0.5	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NT2	SL	ST	SR	SU	SU2	EL	ET	ER	EU	EL2	WL	WT	WR	WU	WR2	S2U	S2L2	S2T2	S2R2	S2U2	TOTAL
7:00 AM	8	0	19	0	0	6	0	1	0	0	1	52	3	0	5	1	109	7	0	9	0	15	0	10	1	247
7:15 AM	5	0	16	0	2	7	0	2	0	0	2	62	1	0	15	1	136	3	0	10	0	8	0	21	0	291
7:30 AM	7	0	28	0	8	9	0	2	0	0	4	53	5	0	19	2	116	5	0	8	0	9	2	29	5	311
7:45 AM	3	1	30	0	10	5	1	2	0	0	3	110	3	0	28	2	143	4	0	21	0	16	6	32	3	423
8:00 AM	10	0	13	0	5	15	1	6	0	0	7	84	1	0	14	2	230	10	0	17	0	13	7	56	2	493
8:15 AM	3	0	16	0	2	11	1	5	0	0	3	98	0	0	5	3	215	7	0	5	0	11	2	23	4	414
8:30 AM	4	0	12	0	2	12	0	3	0	1	0	104	1	0	8	1	114	2	0	7	0	8	1	12	1	293
8:45 AM	8	0	15	0	0	4	0	2	0	0	0	73	2	0	7	1	51	2	0	9	0	6	0	11	0	191
	NL	NT	NR	NU	NT2	SL	ST	SR	SU	SU2	EL	ET	ER	EU	EL2	WL	WT	WR	WU	WR2	S2U	S2L2	S2T2	S2R2	S2U2	TOTAL
TOTAL VOLUMES :	48	1	149	0	29	69	3	23	0	1	20	636	16	0	101	13	1114	40	0	86	0	86	18	194	16	2663
APPROACH %'s :	21.15%	0.44%	65.64%	0.00%	12.78%	71.88%	3.13%	23.96%	0.00%	1.04%	2.59%	82.28%	2.07%	0.00%	13.07%	1.04%	88.91%	3.19%	0.00%	6.86%	0.00%	27.39%	5.73%	61.78%	5.10%	
PEAK HR :	07:30 AM - 08:30 AM																									TOTAL
PEAK HR VOL :	23	1	87	0	25	40	3	15	0	0	17	345	9	0	66	9	704	26	0	51	0	49	17	140	14	1641
PEAK HR FACTOR :	0.575	0.250	0.725	0.000	0.625	0.667	0.750	0.625	0.000	0.000	0.607	0.784	0.450	0.000	0.589	0.750	0.765	0.650	0.000	0.607	0.000	0.766	0.607	0.625	0.700	
			0.773					0.659					0.759					0.763					0.705			0.832

PM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					SOUTHBOUND2					
	0	0.5	0.5	0	0	0	1	0	0	0	1	2	0	0	0	1	1.5	0.5	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NT2	SL	ST	SR	SU	SU2	EL	ET	ER	EU	EL2	WL	WT	WR	WU	WR2	S2U	S2L2	S2T2	S2R2	S2U2	TOTAL
4:00 PM	1	1	13	0	4	13	0	1	0	0	2	97	7	0	19	3	95	10	0	10	0	8	2	10	1	297
4:15 PM	3	2	17	0	2	4	0	2	0	1	1	106	2	0	19	1	77	2	0	14	0	6	2	15	5	281
4:30 PM	5	1	9	0	0	8	0	7	0	1	2	111	7	0	21	4	75	1	0	6	0	8	3	12	1	282
4:45 PM	5	0	13	0	3	12	2	3	0	0	0	128	2	0	21	5	84	1	0	15	0	8	0	17	1	320
5:00 PM	3	0	16	0	3	8	1	1	0	1	0	124	2	0	22	8	73	1	0	7	0	11	1	20	1	303
5:15 PM	3	0	7	0	0	8	0	2	0	0	2	100	2	0	21	4	73	8	0	9	0	6	3	16	1	265
5:30 PM	2	1	13	0	1	0	0	3	0	0	1	122	3	0	19	2	82	1	0	13	0	14	1	25	1	304
5:45 PM	5	1	9	0	5	1	1	1	0	0	0	101	4	0	13	2	54	1	0	12	0	9	0	22	1	242
	NL	NT	NR	NU	NT2	SL	ST	SR	SU	SU2	EL	ET	ER	EU	EL2	WL	WT	WR	WU	WR2	S2U	S2L2	S2T2	S2R2	S2U2	TOTAL
TOTAL VOLUMES :	27	6	97	0	18	54	4	20	0	3	8	889	29	0	155	29	613	25	0	86	0	70	12	137	12	2294
APPROACH %'s :	18.24%	4.05%	65.54%	0.00%	12.16%	66.67%	4.94%	24.69%	0.00%	3.70%	0.74%	82.24%	2.68%	0.00%	14.34%	3.85%	81.41%	3.32%	0.00%	11.42%	0.00%	30.30%	5.19%	59.31%	5.19%	
PEAK HR :	04:45 PM - 05:45 PM																									TOTAL
PEAK HR VOL :	13	1	49	0	7	28	3	9	0	1	3	474	9	0	83	19	312	11	0	44	0	39	5	78	4	1192
PEAK HR FACTOR :	0.650	0.250	0.766	0.000	0.583	0.583	0.375	0.750	0.000	0.250	0.375	0.926	0.750	0.000	0.943	0.594	0.929	0.344	0.000	0.733	0.000	0.696	0.417	0.780	1.000	
			0.795					0.603					0.942					0.919					0.768			0.931

Prepared by National Data & Surveying Services

Campo Rd & SR-94 WB On-Ramps/Agua Dulce Blvd

Peak Hour Turning Movement Count

ID: 19-04442-010
City: Spring Valley

Day: Tuesday
Date: 11/12/2019

PEAK HOURS		COUNT PERIODS
AM	07:30 AM - 08:30 AM	07:00 AM - 09:00 AM
NOON	NONE	NONE
PM	04:00 PM - 05:00 PM	04:00 PM - 06:00 PM

Campo Rd — SOUTHBOUND

	Right	Thru	Left	U-Turn	Departing
AM	189	322	16	2	817
NOON	0	0	0	0	0
PM	126	443	8	2	430
Lanes	0	2	1	0	

SR-94 WB On-Ramps/Agua Dulce — EASTBOUND

	AM	NOON	PM	Lanes
Departing	846	0	708	
U-Turn	0	0	0	0
Left	0	0	0	0
Thru	0	0	0	0
Right	0	0	0	0

SR-94 WB On-Ramps/Agua Dulce — WESTBOUND

	Lanes	PM	NOON	AM
Right	0	155	0	289
Thru	1	63	0	162
Left	0	201	0	194
U-Turn	0	0	0	0
Departing		82	0	199

Campo Rd — NORTHBOUND

	Departing	U-Turn	Left	Thru	Right
Lanes		0	1	2	0
PM	644	0	519	273	74
NOON	0	0	0	0	0
AM	517	1	495	526	183

CONTROL

Signalized

	AM	NOON	PM
TEV	2379	0	1864
PHF	0.92		0.94

Total Vehicles (AM)

SB: 189, 322, 16
WB: 289, 162, 194
EB: 0, 0, 0
NB: 495, 526, 183

Total Vehicles (Noon)

SB: N/A, N/A, N/A
WB: N/A, N/A, N/A
EB: N/A, N/A, N/A
NB: N/A, N/A, N/A

Total Vehicles (PM)

SB: 126, 443, 8
WB: 155, 63, 201
EB: 0, 0, 0
NB: 519, 273, 74

Bikes (AM)

SB: 0, 0, 0
WB: 0, 0, 0
EB: 0, 0, 0
NB: 0, 0, 0

Bikes (NOON)

SB: N/A, N/A, N/A
WB: N/A, N/A, N/A
EB: N/A, N/A, N/A
NB: N/A, N/A, N/A

Bikes (PM)

SB: 0, 1, 0
WB: 1, 0, 0
EB: 0, 0, 0
NB: 0, 0, 1

Pedestrians (Crosswalks)

Crosswalk		AM	NOON	PM
North	West half	2	0	3
North	East half	2	0	0
West	North half	1	0	0
West	South half	0	0	0
East	North half	5	0	2
East	South half	4	0	5
South	West half	0	0	0
South	East half	0	0	0
NW diagonal		0	0	0
NE diagonal		0	0	0
SW diagonal		0	0	0
SE diagonal		0	0	0

Prepared by National Data & Surveying Services

Campo Rd & SR-94 EB Ramps

Peak Hour Turning Movement Count

ID: 19-04442-011
City: Spring Valley

Day: Tuesday
Date: 11/12/2019

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	07:00 AM - 09:00 AM
NONE	NONE
04:45 PM - 05:45 PM	04:00 PM - 06:00 PM

Campo Rd — SOUTHBOUND

AM	0	282	180	0	1320	AM
NOON	0	0	0	0	0	NOON
PM	0	456	189	0	861	PM

SR-94 EB Ramps — EASTBOUND

AM	NOON	PM	
0	0	0	
0	0	0	0
196	0	139	0.5
5	0	1	0.5
571	0	800	1

WESTBOUND — SR-94 EB Ramps

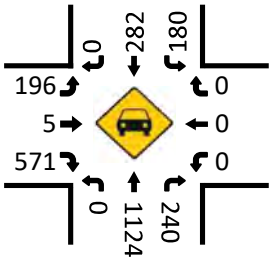
PM	NOON	AM	
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
398	0	425	

Campo Rd — NORTHBOUND

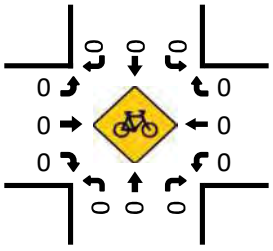
PM	1256	0	0	722	208	PM
NOON	0	0	0	0	0	NOON
AM	853	0	0	1124	240	AM

CONTROL			
Signalized			
TEV	2598	0	2515
	AM	NOON	PM
PHF	0.92		0.95

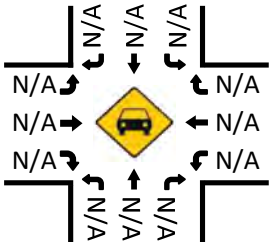
Total Vehicles (AM)



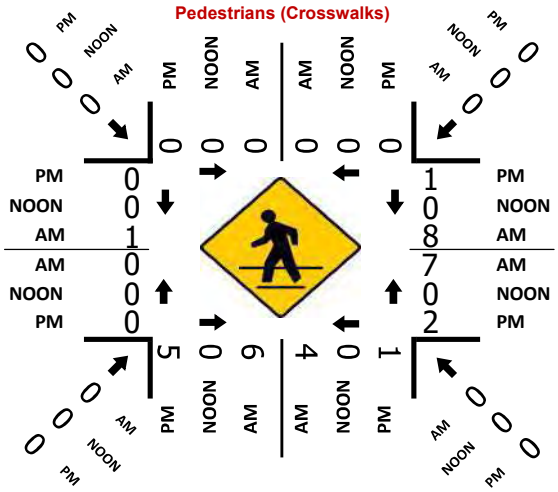
Bikes (AM)



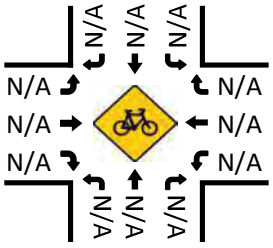
Total Vehicles (Noon)



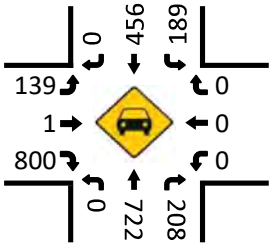
Pedestrians (Crosswalks)



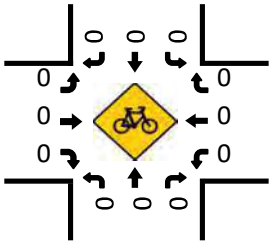
Bikes (NOON)



Total Vehicles (PM)



Bikes (PM)



2 - 394

Prepared by National Data & Surveying Services

SR-94 WB Off-Ramps & Agua Dulce Blvd

Peak Hour Turning Movement Count

ID: 19-04442-012
City: Spring Valley

Day: Tuesday
Date: 11/12/2019

	PEAK HOURS	COUNT PERIODS
AM	07:30 AM - 08:30 AM	07:00 AM - 09:00 AM
NOON	NONE	NONE
PM	04:00 PM - 05:00 PM	04:00 PM - 06:00 PM

SR-94 WB Off-Ramps — SOUTHBOUND

	Right	Thru	Left	U-Turn	Departing
AM	0	0	0	0	0
NOON	0	0	0	0	0
PM	0	0	0	0	0
Lanes	0	0	0	0	

Agua Dulce Blvd — EASTBOUND

	Lanes	AM	NOON	PM
Departing		648	0	423
U-Turn	0	0	0	0
Left	0	0	0	0
Thru	1	202	0	81
Right	0	0	0	0

Agua Dulce Blvd — WESTBOUND

	Lanes	PM	NOON	AM
Right	0	0	0	0
Thru	1	107	0	334
Left	0	0	0	0
U-Turn	0	0	0	0
Departing		95	0	262

SR-94 WB Off-Ramps — NORTHBOUND

	Departing	U-Turn	Left	Thru	Right
Lanes		0	1	0	1
PM	0	0	316	0	14
NOON	0	0	0	0	0
AM	0	0	314	0	60

CONTROL: 1-Way Stop (NB)

	AM	NOON	PM
TEV	910	0	518
PHF	0.87		0.83

Total Vehicles (AM)

Approach	Left	Thru	Right	U-Turn
SB	0	0	0	0
EB	0	202	0	0
WB	0	334	0	0
NB	314	0	60	

Total Vehicles (Noon): all movements N/A

Total Vehicles (PM)

Approach	Left	Thru	Right	U-Turn
SB	0	0	0	0
EB	0	81	0	0
WB	0	107	0	0
NB	316	0	14	

Bikes (AM): all movements 0

Bikes (NOON): all movements N/A

Bikes (PM)

Approach	Left	Thru	Right
SB	0	0	0
EB	0	1	0
WB	0	1	0
NB	0	0	0

Pedestrians (Crosswalks)

Crosswalk	AM	NOON	PM
North (west side)	0	0	0
North (east side)	0	0	0
West (north side)	0	0	0
West (south side)	0	0	0
East (north side)	0	0	1
East (south side)	0	0	0
South (west side)	4	0	0
South (east side)	1	0	1
Diagonal corners (all)	0	0	0

Michael Baker
INTERNATIONAL

Attachment C:
Parking Survey Data

Prepared by National Data & Surveying Services

Parking Study

Location: Spring Valley Parking- On Street
City: Spring Valley

Date: 12/13/2019
Day: Friday

Segment	Street	From	To	Curb	Space	Restrictions	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	Note
001 S	San Juan St	Lot 40	Conrad St	Regular	9	Unrestricted	6	8	8	7	8	8	7	
001N	San Juan St	School DWY	Bonita St	Regular	7	Unrestricted	3	5	5	4	4	4	3	
002N	Dolores St	Cordoba Ave	Barcelona St	Regular	10	Unrestricted	9	9	10	10	10	9	9	
002S	Dolores St	Barcelona St	Cordoba Ave	Regular	10	Unrestricted	3	3	7	8	9	7	8	
003N	Dolores St	Granda Ave	Cordoba Ave	Regular	8	Unrestricted	4	4	4	4	5	5	6	
003S	Dolores St	Cordoba Ave	Granda Ave	Regular	8	Unrestricted	4	4	4	4	4	4	4	
004E	Conrad Dr	Campo Rd	San Juan Rd	Regular	7	Unrestricted	4	5	5	4	5	5	5	
004W	Conrad Dr	San Juan St	Campo Rd	Regular	6	Unrestricted	2	4	4	4	4	3	2	
005E	Bonita St	Campo Rd	Bonita St	Regular	7	Unrestricted	3	3	3	4	5	5	4	
005W	Bonita St	San Juan St	Campo Rd	Regular	10	Unrestricted	3	5	5	4	3	3	4	
006E	Bonita St	Dolores St	Campo Rd	Regular	5	Unrestricted	4	5*	5	5*	5*	5*	4	*One vehicle parked illegally in front of driveway (Vehicle not included in occupancy)
006W	Bonita St	Campo Rd	Dolores St	Regular	8	Unrestricted	6	6	6	5	5	5	5	
007E	Barcelona St	Campo Rd	San Juan St	Regular	7	Unrestricted	6	7	6	4	4	4	3	
007W	Barcelona St	San Juan St	Campo Rd	Regular	7	Unrestricted	3	4	4	3	3	3	4	
008 E	Barcelona St	Dolores St	Campo Rd	Regular	5	Unrestricted	5	5	4	3	3	4	4	
008 W	Barcelona St	Campo Rd	Dolores St	Regular	6	Unrestricted	6	6	5	5	5	5	5	
009E	Cordoba Ave	Campo Rd	San Juan St	Regular	8	Unrestricted	1	1	2	2	2	2	1	
009W	Cordoba Ave	San Juan St	Campo Rd	Regular	5	Unrestricted	0	0	0	0	1	1	0	
010E	Cordoba Ave	Dolores St	Campo Rd	Regular	6	Unrestricted	6	6	5	4	4	5	3	
010W	Cordoba Ave	Campo Rd	Dolores St	Regular	8	Unrestricted	4	4	3	4	3	4	2	
011E	Granda Ave	Campo Rd	San Juan St	Regular	8	Unrestricted	6	6	7	8	8	7	6	
011W	Granda Ave	San Juan St	Campo Rd	Regular	5	Unrestricted	3	3	4	4	2	2	2	
012E	Granda Ave	Dolores St	Campo Rd	Regular	8	Unrestricted	1	1	1	0	0	1	0	
012W	Granda Ave	Campo Rd	Dolores St	Regular	7	Unrestricted	0	0	1	0	0	0	0	

Prepared by National Data & Surveying Services

Parking Study

Location: Spring Valley Parking- Off Street
City: Spring Valley

Date: 12/13/2019
Day: Friday

Lot	Restriction	Space	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	Notes
13	Regular	11	3	2	2	4	4	3	5	
14	Regular	11	3	4	2	4	4	4	5	
15	Regular	103	20	25	35	26	27	17	21	
	HC	4	0	0	1	1	0	0	0	
	HC Van	2	0	0	1	1	0	0	0	
16	Regular	24	3	3	1	2	4	4	6	
	HC Van	1	0	0	0	0	0	0	0	
17	Regular	9	4	6	8	8	5	9	6	
	HC	1	0	1	1	0	0	0	0	
	Round Table	8	2	3	6	6	3	4	4	
	Customer Only	2	1	1	2	2	2	1	1	
	Patient/Customer	5	5	3	3	5	5	5	5	
18	Regular	27	14	14	14	13	11	6	5	
	HC	1	0	0	0	0	0	0	0	
	Reserved for Pastor	1	0	0	1	1	0	0	0	
19	Regular	34	19	22	19	21	19	25	23	
	HC	1	0	0	0	0	0	0	0	
	HC Van	1	0	0	0	0	0	0	0	
20	Regular	15	10	10	8	5	7	9	4	
	HC Van	1	1	0	0	0	0	0	0	
21	Regular	33	9	7	16	6	7	7	8	
	HC	1	0	0	0	0	0	0	0	
	HC Van	1	0	1	0	0	0	0	1	
22	Regular	10	1	1	2	1	1	1	0	
	HC Van	1	0	0	0	0	0	0	0	
23	Regular	2	1	2	1	0	1	2	1	
	HC Van	1	0	0	0	0	0	0	0	
24	Regular	69	15	19	22	22	28	30	28	
	HC	2	0	1	0	0	1	0	0	
	HC Van	2	0	1	0	0	0	1	1	
25	Regular	117	32	36	31	45	36	43	43	
	HC	3	0	0	1	1	0	1	0	
	HC Van	3	0	1	0	0	0	0	1	
26	Regular	5	0	0	0	0	0	0	0	
27	Unmarked Spaces		0	0	0	1	1	1	1	Unmarked inventory (Vehicles using vaccums)
28	Regular	49	23	24	24	24	24	22	21	
	HC	1	0	0	0	0	0	0	0	
	HC Van	1	0	0	0	0	0	0	0	
29	Regular	16	14	15	15	16	14	15	13	
30	Regular	54	5	6	6	6	6	5	5	
31	Regular	89	40	48	45	38	26	23	27	
	HC	8	1	2	3	4	3	3	2	
	Veteran Parking	1	0	1	0	0	1	1	0	
	Family Parking	1	1	0	0	1	1	1	1	
	15 Min (Green)	10	2	1	3	2	4	3	3	
32	Regular	10	2	3	4	4	5	5	4	
	HC Van	1	0	0	0	0	0	0	0	
33	Regular	130	43	55	68	71	85	75	61	
	HC	3	0	0	0	2	3	2	1	
	HC Van	1	0	0	0	1	1	0	0	
34	Regular	20	10	11	11	10	10	10	8	
35	Regular	59	21	27	31	33	35	32	24	
	HC	5	1	2	2	3	3	2	2	
	HC Van	1	0	1	1	0	0	0	0	
36	Regular	109	47	58	59	62	64	61	53	
	HC	1	0	0	1	0	0	0	0	
	HC Van	1	0	0	0	0	0	0	0	
37	Regular	4	1	2	2	1	2	2	1	
	HC Van	1	0	0	0	0	0	0	0	
38	Regular	2	2	1	1	2	2	2	1	
	Unmarked Spaces		3	4	4	4	5	4	4	
39	Regular	35	6	8	10	12	14	15	13	
	HC	1	0	0	1	0	0	0	0	
	HC Van	1	0	0	0	0	0	0	0	
40	Regular	50	7	7	7	6	7	7	6	
41	Regular	118	36	45	49	51	42	38	39	
	HC	7	0	0	0	1	1	2	1	
	20 Min (Green)	45	16	23	25	28	29	29	26	
42	Regular	8	3	4	4	4	5	5	4	

43	Regular	31	8	10	9	7	6	6	7	
	HC	1	0	0	0	1	1	0	0	
44	Regular	22	7	10	9	6	5	7	6	
	HC	2	0	0	0	1	2	1	1	
	HC Van	1	0	0	0	1	0	0	0	
45	Regular	15	3	4	9	12	15	14	11	
	HC	2	0	0	0	1	0	0	0	
	HC Van	1	0	0	0	1	1	1	0	
	La Postas	6	3	4	4	5	6	6	5	
	Pawn Shop (Green)	4	0	0	0	0	0	0	0	
46	Regular	8	0	0	2	4	4	4	3	
	HC Van	1	0	0	0	0	0	0	0	
47	Regular	13	1	2	4	5	7	6	6	
	HC	1	0	0	1	0	0	0	0	
048	Regular	16	5	6	8	10	11	13	10	
	HC	1	0	0	0	1	1	1	0	
	Customer Only	9	1	2	3	5	7	5	4	
	Unmarked Spaces		1	1	1	1	1	0	0	
49	Regular	11	11	11	10	11	11	10	9	
	Unmarked Spaces		2	3	2	2	5	4	3	
50	Regular	14	3	3	4	3	5	4	4	
51	Regular	4	1	1	1	1	2	2	1	
52	Regular	13	10	10	11	9	11	10	9	
	HC	1	0	0	0	0	0	0	0	
	Dental	6	2	2	3	1	2	2	1	
53	Regular	10	4	5	5	3	4	3	3	
54	Regular	6	4	4	3	2	3	2	2	
	HC	1	0	0	0	0	0	0	0	
55	Regular	14	3	5	5	5	5	3	4	
	HC	1	0	0	0	0	0	0	0	
56	Regular	8	6	8	8	8	8	8	8	
	HC	1	1	1	1	1	1	1	1	
57	Regular	6	0	0	0	0	0	0	0	
	HC	1	0	0	0	0	0	0	0	
58	Regular	17	8	10	15	10	10	7	5	
	HC	1	0	0	0	0	0	0	0	
59	Regular	17	13	13	15	17	17	15	15	
	HC	1	0	1	1	1	0	0	0	
060 Dirt	Unmarked Spaces		0	0	0	0	0	0	0	
61	Regular	4	2	2	2	2	2	2	1	
	HC	1	0	0	0	0	0	0	0	
62	HC	1	0	0	0	0	0	0	0	
	Unmarked Spaces		5	5	4	4	5	4	4	
063 Carwash	Unmarked Spaces		3	4	3	3	3	4	2	
64	Regular	25	1	1	5	6	7	5	5	
	HC	1	0	0	1	1	0	0	0	
65	Regular	6	3	3	3	3	3	3	3	
66	Regular	17	11	13	14	14	13	15	11	
	HC	1	0	0	0	0	0	0	0	
67	Regular	16	1	2	2	2	3	2	3	
68	Regular	8	8	8	8	7	7	8	6	
	HC	1	1	1	1	0	0	0	0	
69	Regular	13	2	4	0	2	0	0	0	
	HC	1	0	0	0	0	0	0	0	
	HC Van	1	0	0	0	0	0	0	0	
70	Regular	23	23	23	21	23	20	21	19	
	HC	1	1	1	1	1	0	0	0	
	Reserved	2	1	1	0	1	1	1	0	
	Unmarked Spaces		2	2	1	1	2	0	0	
71	Regular	21	8	10	13	13	15	15	16	
	HC	1	0	0	0	0	0	0	0	
72	Regular	26	7	10	13	11	12	13	11	
	HC	1	1	1	0	0	0	0	0	
	HC Van	1	1	1	0	0	0	0	0	

Michael Baker
INTERNATIONAL

Attachment D: Existing Traffic Signal Timing Worksheets

LOCATION: **RTE 94 EB @ SWEETWATER SPRINGS BLVD**

CALTRANS C8 Version 3 7/6/2017 PAGE 1

F PAGE

	INTERVAL	PHASE TIMING 1	2	3	4	5	6	7	8	9
0	WALK	1	8	1	9	1	1	1	1	CLK RST
1	DONT WALK	1	17	1	32	1	1	1	1	
2	MIN GREEN	5	6	1	5	5	5	1	1	
3	TYPE 3 DET	0	0	0	0	0	0	0	0	
4	ADD/VEH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
5	PASSAGE	2.0	3.0	0.9	3.0	2.0	3.0	0.9	0.9	
6	MAX GAP	2.0	3.0	0.9	3.0	2.0	3.0	0.9	0.9	
7	MIN GAP	2.0	3.0	0.9	3.0	2.0	3.0	0.9	0.9	
8	MAX EXT	20	30	9	25	25	30	9	9	
9	MAX 2									YR
A	MAX 3									MO
B										DAY
C	REDUCE BY	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	DOW
D	EVERY	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	HR
E	YELLOW	3.6	4.8	3.0	4.3	4.1	4.8	3.0	3.0	MIN
F	RED	2.0	1.5	0.0	2.0	1.0	1.5	0.0	0.0	SEC
3.5'	PED XING FT		57		112					
	BIKE XING FT	-	80		-	-	55			

	PRE-EMPTION E	
	EV SEL	0
	RR1 CLR	15
	EVA DLY	0
	EVA CLR	5
	EVB DLY	0
	EVB CLR	5
	EVC DLY	0
	EVC CLR	5
	EVD DLY	0
	EVD CLR	5
	MAX EV	255
	RR2 CLR	15

F FLAGS	1	2	3	4	5	6	7	8	
PERMIT	1	2		4	5	6			0
RED LOCK	1			4	5				1
YEL LOCK									2
V RECALL		2				6			3
P RECALL									4
PED PHASES		2		4					5
RT OLA									6
RT OLB									7
DBL ENTRY									8
MAX 2 PHASES									9
LAG PHASES	READ ONLY								A
RED REST									B
REST-IN-WALK									C
MAX 3 PHASES									D
YEL START UP		2				6			E
FIRST PHASE				4					F
	1	2	3	4	5	6	7	8	

FOC LONG FAILURE	
FOD SHORT FAILURE	
FOE	30
FOF	5

FCO	3
FC1	3
FC2	10
FCA	0.0
FCB	0.0
FCC	0.0
FCD	0.0

FDO TB SELECT	1
FD3 PED SELECT	0
FD4 7 WIRE	0
FD5 PERMISSIVE	0
FD8 OS SEEKING	1

CO5 FLASH TYPE	1
CC2 DOWNLOAD	1

ENTRIES IN THESE LOCATIONS CAN BE CHANGED IN CC1 FLASH ONLY

		CONTROL PLANS									Y-COORD			LAG PHASE	FLAGS									
		1	2	3	4	5	6	7	8	9		C	D	E	F	1	2	3	4	5	6	7	8	
0	CYCLE LENGTH														LAG FZ FREE		**2**		**4**		**6**		**8**	0
1	FZ1 GRN FCTR													GAPOUT CP1	LAG FZ CP 1									1
2														GAPOUT CP2	LAG FZ CP 2									2
3	FZ3 GRN FCTR													GAPOUT CP3	LAG FZ CP 3									3
4	FZ4 GRN FCTR										PERM TIME			GAPOUT CP4	LAG FZ CP 4									4
5	FZ5 GRN FCTR										LAG OFFSET			GAPOUT CP5	LAG FZ CP 5									5
6											FORCE OFF			GAPOUT CP6	LAG FZ CP 6									6
7	FZ7 GRN FCTR										LONG GRN			GAPOUT CP7	LAG FZ CP 7									7
8	FZ8 GRN FCTR										NO GREEN			GAPOUT CP8	LAG FZ CP 8									8
9	MULTI CYCLE													GAPOUT CP9	LAG FZ CP 9									9
A	OFFSET A										OFFSET				LAG C COORD									A
B	OFFSET B														LAG D COORD									B
C	OFFSET C														COORD FAZES		**2**				**6**			C
D	FZ 3 EXT																							D
E	FZ 7 EXT																							E
F	OFFSET INTRPT																							F
																1	2	3	4	5	6	7	8	

CO1 MANUAL CP
CO2 MASTER CP
CO3 CURRENT CP
CO4 LAST CP
CO7 TRNSMT CP
COD MANUAL OFFSET
CAO LOCAL CYCLE TIMER
CBO MASTER CYCLE TIMER
CAA LOCAL OFFSET
CBA MASTER OFFSET

FEATURE	OFF	ON
1		
2		
3		
4		
5		
6		
7		
8	*lcl*	

LOCATION	OFF	ON
1	*1*	**1**
2	*2*	
3	*4*	
4	*8*	
5	*16*	
6	*32*	
7		
8		

COO = **1**

CCB/CDB OFFSET TIMER
CCC/CDC LAG GREEN TIMER
CCD/CDD FORCE OFF TIMER
CCE/CDE LONG GREEN TIMER
CCF/CDF NO GREEN TIMER

D PAGE

	D	FLAGS								E	FLAGS								F	FLAGS							
	MAX	1	2	3	4	5	6	7	8	MIN	1	2	3	4	5	6	7	8	PED	1	2	3	4	5	6	7	8
0	RCL									RCL									RCL								
1	CP 1									CP 1									CP 1								
2	CP 2									CP 2									CP 2								
3	CP 3									CP 3									CP 3								
4	CP 4									CP 4									CP 4								
5	CP 5									CP 5									CP 5								
6	CP 6									CP 6									CP 6								
7	CP 7									CP 7									CP 7								
8	CP 8									CP 8									CP 8								
9	CP 9									CP 9									CP 9								
A																			RCL 1								
B																			RCL 2								
C																											
D																											
E																											
F																											
		1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8

E PAGE

	E	FLAGS								F	FLAGS								
	FUNCTION	1	2	3	4	5	6	7	8	FUNCTION	1	2	3	4	5	6	7	8	
0										CODE 4									0
1										CODE 5									1
2										C-RECALL									2
3										D-RECALL									3
4										EXCLUSIVE									4
5										2 PED		2							5
6										6 PED						6			6
7										4 PED				4					7
8										8 PED								8	8
9																			9
A	OLA NOT									OLA ON									A
B	OLB NOT									OLB ON									B
C	OLC NOT									OLC ON									C
D	OLD NOT									OLD ON									D
E																			E
F																			F
		1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8	

LAST POWER FAILURE REGISTER

HOUR = D-A-E
MINUTE = D-B-E
DAY = D-C-E

RCL 1 = TIME OF DAY MAX RECALL (1ST SELECT) PHASES
(CALL ACTIVE LIGHTS)
RCL 2 = TIME OF DAY MAX RECALL (2ND SELECT) PHASES
(CALL ACTIVE LIGHTS)

LAST FLASH TIME REGISTER

HOUR = D-A-F
MINUTE = D-B-F
DAY = D-C-F

D-E-E = C8 VERSION NUMBER
D-E-F = LITHIUM BATTERY CONDITION
84 = BAD
85 = GOOD

LOCATION: **RTE 94 EB @ SWEETWATER SPRINGS BLVD**

CALTRANS C8 Version 3 4/22/2010

7 PAGE

TIME OF DAY ACTIVITY TABLE											
7+EVENT+HR+MIN+ACT+"E"+ON/OFF+DOW LTS											
	HR	MIN	ACT	ON/ OFF	S 1	M 2	T 3	W 4	T 5	F 6	S 7
0											
1											
2											
3											
4											
5											
6											
7											
8											
9											
A											
B											
C											
D											
E											
F											

ACTIVITY CODE

1 TYPE OF MAX TERMINATION
2 MAX 2
3 MAX 3
4 COND SERV (1ST SELECT)
5 COND SERV (2ND SELECT)
6 ENERGIZE AUX OUTPUT-RED
7 ENERGIZE AUX OUTPUT-GREEN

9 PAGE C09 = 0 or 1

CONTROL PLAN TIME OF DAY											
9+EVENT+HR+MIN+CP+OS+E+DOW											
	HR	MIN	CP	OS	S 1	M 2	T 3	W 4	T 5	F 6	S 7
0											
1											
2											
3											
4											
5											
6											
7											
8											
9											
A											
B											
C											
D											
E											
F											

8 ENERGIZE AUX OUTPUT-YELLOW
9 TIME OF DAY MAX RECALL (1ST SELECT)
A TRAFFIC ACT. MAX 2 OPERATION
B TIME OF DAY MAX RECALL (2ND SELECT)
C YELLOW YIELD COORDINATION
D YELLOW YIELD COORDINATION
E TIME OF DAY FREE OPERATION
F FLASHING OPERATION

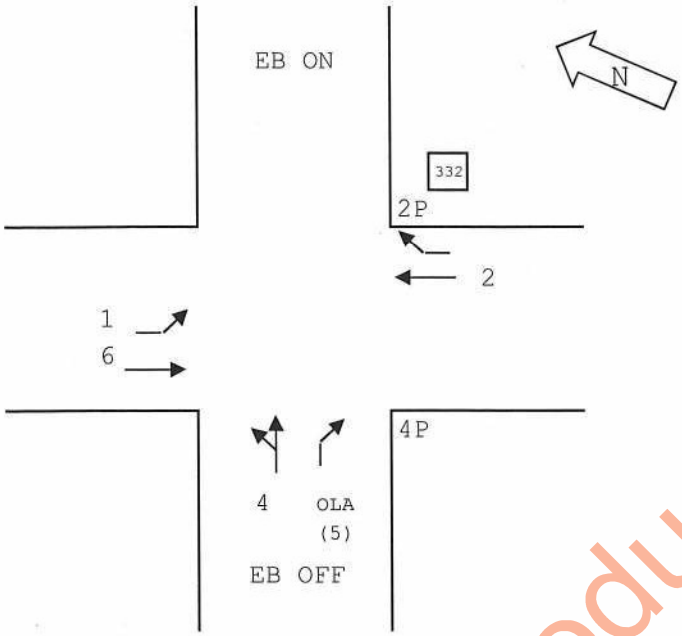
9 PAGE C09 = 2

CONTROL PLAN TIME OF DAY											
9+EVENT+HR+MIN+CP+OS+E+DOW											
	HR	MIN	CP	OS	S 1	M 2	T 3	W 4	T 5	F 6	S 7
0											
1											
2											
3											
4											
5											
6											
7											
8											
9											
A											
B											
C											
D											
E											
F											

4/22/2010

LOCATION: RTE 94 EB @ SWEETWATER SPRINGS BLVD

CONFLICT MONITOR PROGRAM



LOCATION: **RTE 94 WB @ SWEETWATER SPRINGS BLVD**

CALTRANS C8 Version 3 7/6/2017 PAGE 1

F PAGE

	INTERVAL	PHASE TIMING 1	2	3	4	5	6	7	8	9
0	WALK	1	7	1	1	1	1	1	8	CLK RST
1	DONT WALK	1	29	1	1	1	1	1	36	
2	MIN GREEN	10	7	1	1	5	5	1	5	
3	TYPE 3 DET	0	0	0	0	0	0	0	0	
4	ADD/VEH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
5	PASSAGE	2.0	3.0	0.9	0.9	3.0	3.0	0.9	3.0	
6	MAX GAP	2.0	3.0	0.9	0.9	3.0	3.0	0.9	3.0	
7	MIN GAP	2.0	3.0	0.9	0.9	3.0	3.0	0.9	3.0	
8	MAX EXT	20	30	9	9	35	30	9	35	
9	MAX 2									YR
A	MAX 3									MO
B										DAY
C	REDUCE BY	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	DOW
D	EVERY	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	HR
E	YELLOW	3.6	4.8	3.0	3.0	4.3	4.8	3.0	4.3	MIN
F	RED	2.0	2.0	0.0	0.0	2.0	1.5	0.0	2.0	SEC
3.5'	PED XING FT		100						124	
	BIKE XING FT	125	105			-	65		70	

	PRE-EMPTION E	
	EV SEL	0
	RR1 CLR	15
	EVA DLY	0
	EVA CLR	5
	EVB DLY	0
	EVB CLR	5
	EVC DLY	0
	EVC CLR	5
	EVD DLY	0
	EVD CLR	5
	MAX EV	255
	RR2 CLR	15

F FLAGS	1	2	3	4	5	6	7	8	
PERMIT	1	2			5	6		8	0
RED LOCK	1				5			8	1
YEL LOCK									2
V RECALL		2				6			3
P RECALL									4
PED PHASES		2						8	5
RT OLA									6
RT OLB									7
DBL ENTRY									8
MAX 2 PHASES									9
LAG PHASES	READ ONLY								A
RED REST									B
REST-IN-WALK									C
MAX 3 PHASES									D
YEL START UP		2				6			E
FIRST PHASE								8	F
	1	2	3	4	5	6	7	8	

FOC LONG FAILURE	
FOD SHORT FAILURE	
FOE	30
FOF	5

FCO	3
FC1	3
FC2	10
FCA	0.0
FCB	0.0
FCC	0.0
FCD	0.0

FDO TB SELECT	1
FD3 PED SELECT	0
FD4 7 WIRE	0
FD5 PERMISSIVE	0
FD8 OS SEEKING	1

CO5 FLASH TYPE	1
CC2 DOWNLOAD	1

ENTRIES IN THESE LOCATIONS CAN BE CHANGED IN CC1 FLASH ONLY

LOCATION: **RTE 94 WB @ SWEETWATER SPRINGS BLVD**

CALTRANS C8 Version 3 4/22/2010 PAGE 2

C PAGE

		CONTROL PLANS									Y-COORD			LAG PHASE	FLAGS									
		1	2	3	4	5	6	7	8	9		C	D	E	F	1	2	3	4	5	6	7	8	
0	CYCLE LENGTH														LAG FZ FREE		2		4		6		8	0
1	FZ1 GRN FCTR													GAPOUT CP1	LAG FZ CP 1									1
2														GAPOUT CP2	LAG FZ CP 2									2
3	FZ3 GRN FCTR													GAPOUT CP3	LAG FZ CP 3									3
4	FZ4 GRN FCTR										PERM TIME			GAPOUT CP4	LAG FZ CP 4									4
5	FZ5 GRN FCTR										LAG OFFSET			GAPOUT CP5	LAG FZ CP 5									5
6											FORCE OFF			GAPOUT CP6	LAG FZ CP 6									6
7	FZ7 GRN FCTR										LONG GRN			GAPOUT CP7	LAG FZ CP 7									7
8	FZ8 GRN FCTR										NO GREEN			GAPOUT CP8	LAG FZ CP 8									8
9	MULTI CYCLE													GAPOUT CP9	LAG FZ CP 9									9
A	OFFSET A										OFFSET				LAG C COORD									A
B	OFFSET B														LAG D COORD									B
C	OFFSET C														COORD FAZES		2				6			C
D	FZ 3 EXT																							D
E	FZ 7 EXT																							E
F	OFFSET INTRPT																							F
																1	2	3	4	5	6	7	8	

CO1 MANUAL CP
CO2 MASTER CP
CO3 CURRENT CP
CO4 LAST CP
CO7 TRNSMT CP
COD MANUAL OFFSET
CAO LOCAL CYCLE TIMER
CBO MASTER CYCLE TIMER
CAA LOCAL OFFSET
CBA MASTER OFFSET

FEATURE	OFF	ON
1		
2		
3		
4		
5		
6		
7		
8	*lcl*	

LOCATION	OFF	ON
1	*1*	
2	*2*	2
3	*4*	
4	*8*	
5	*16*	
6	*32*	
7		
8		

COO = 2

CCB/CDB OFFSET TIMER
CCC/CDC LAG GREEN TIMER
CCD/CDD FORCE OFF TIMER
CCE/CDE LONG GREEN TIMER
CCF/CDF NO GREEN TIMER

LOCATION: RTE 94 WB @ SWEETWATER SPRINGS BLVD
CALTRANS C8 Version 3
D PAGE

4/22/2010

	D	FLAGS								E	FLAGS								F	FLAGS							
	MAX	1	2	3	4	5	6	7	8	MIN	1	2	3	4	5	6	7	8	PED	1	2	3	4	5	6	7	8
0	RCL									RCL									RCL								
1	CP 1									CP 1									CP 1								
2	CP 2									CP 2									CP 2								
3	CP 3									CP 3									CP 3								
4	CP 4									CP 4									CP 4								
5	CP 5									CP 5									CP 5								
6	CP 6									CP 6									CP 6								
7	CP 7									CP 7									CP 7								
8	CP 8									CP 8									CP 8								
9	CP 9									CP 9									CP 9								
A																			RCL 1								
B																			RCL 2								
C																											
D																											
E																											
F																											
		1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8

E PAGE

	E	FLAGS								F	FLAGS								
	FUNCTION	1	2	3	4	5	6	7	8	FUNCTION	1	2	3	4	5	6	7	8	
0										CODE 4									0
1										CODE 5									1
2										C-RECALL									2
3										D-RECALL									3
4										EXCLUSIVE									4
5										2 PED		2							5
6										6 PED						6			6
7										4 PED				4					7
8										8 PED								8	8
9																			9
A	OLA NOT									OLA ON									A
B	OLB NOT									OLB ON									B
C	OLC NOT									OLC ON									C
D	OLD NOT									OLD ON									D
E																			E
F																			F
		1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8	

LAST POWER FAILURE REGISTER

HOUR = D-A-E
MINUTE = D-B-E
DAY = D-C-E

RCL 1 = TIME OF DAY MAX RECALL (1ST SELECT) PHASES
(CALL ACTIVE LIGHTS)
RCL 2 = TIME OF DAY MAX RECALL (2ND SELECT) PHASES
(CALL ACTIVE LIGHTS)

LAST FLASH TIME REGISTER

HOUR = D-A-F
MINUTE = D-B-F
DAY = D-C-F

D-E-E = C8 VERSION NUMBER
D-E-F = LITHIUM BATTERY CONDITION
84 = BAD
85 = GOOD

7 PAGE

TIME OF DAY ACTIVITY TABLE											
7+EVENT+HR+MIN+ACT+"E"+ON/OFF+DOW LTS											
	HR	MIN	ACT	ON/OFF	S 1	M 2	T 3	W 4	T 5	F 6	S 7
0											
1											
2											
3											
4											
5											
6											
7											
8											
9											
A											
B											
C											
D											
E											
F											

ACTIVITY CODE

1 TYPE OF MAX TERMINATION
2 MAX 2
3 MAX 3
4 COND SERV (1ST SELECT)
5 COND SERV (2ND SELECT)
6 ENERGIZE AUX OUTPUT-RED
7 ENERGIZE AUX OUTPUT-GREEN

9 PAGE C09 = 0 or 1

CONTROL PLAN TIME OF DAY											
9+EVENT+HR+MIN+CP+OS+E+DOW											
	HR	MIN	CP	OS	S 1	M 2	T 3	W 4	T 5	F 6	S 7
0											
1											
2											
3											
4											
5											
6											
7											
8											
9											
A											
B											
C											
D											
E											
F											

8 ENERGIZE AUX OUTPUT-YELLOW
9 TIME OF DAY MAX RECALL (1ST SELECT)
A TRAFFIC ACT. MAX 2 OPERATION
B TIME OF DAY MAX RECALL (2ND SELECT)
C YELLOW YIELD COORDINATION
D YELLOW YIELD COORDINATION
E TIME OF DAY FREE OPERATION
F FLASHING OPERATION

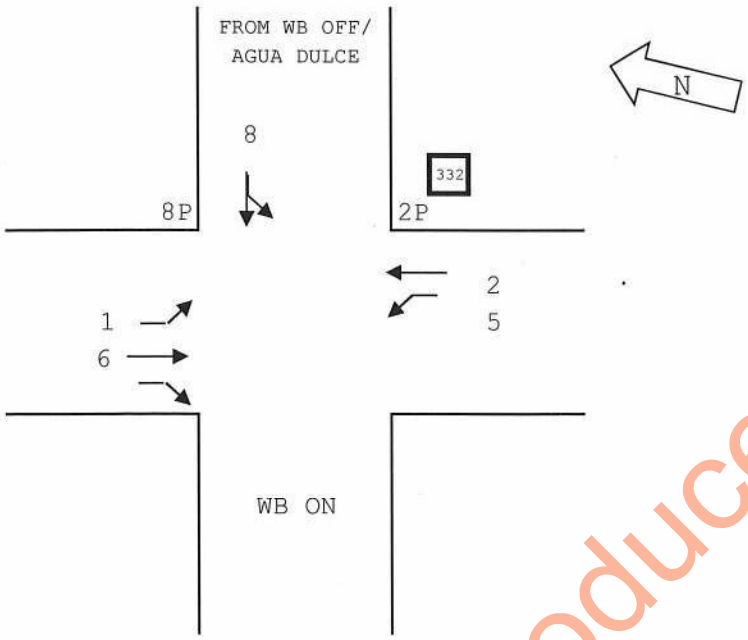
9 PAGE C09 = 2

CONTROL PLAN TIME OF DAY											
9+EVENT+HR+MIN+CP+OS+E+DOW											
	HR	MIN	CP	OS	S 1	M 2	T 3	W 4	T 5	F 6	S 7
0											
1											
2											
3											
4											
5											
6											
7											
8											
9											
A											
B											
C											
D											
E											
F											

4/22/2010

LOCATION: RTE 94 WB @ SWEETWATER SPRINGS BLVD

CONFLICT MONITOR PROGRAM



INTERSECTION: CampoRd @ CasadeOro @ Granad 750

QuicNet System Parameters

Group Assignment: **#NAME?**
Field Master Assignment: **#NAME?**
System Reference Number: **18**
Commications Channel: **#NAME?**
Drop Address: **8**
Area Number: **6**
Area Address: **8**

N/S Street Name: **######**
E/W Street Name: **######**

Last *QuicNet* Database Change: **4/3/2014 12:10**

Notes:

Field Change Record

Change	By	Date	Change	By	Date

Excl Ped Assignment	#NAME?
Exclusive Walk	0
Exclusive FDW	0
All Red Clear	0.0

Walk Output	0
Don't Walk Output	0

Exclusive Ped Phase

Note: Set the Exclusive Ped Outputs on the "Outputs / General" page

	Phase 1	2	3	4	5	6	7	8
Basic Phase Timing: Min Green	4	6	4	4	8	6	0	4
Extension	1.0	4.0	1.0	1.0	4.0	2.0	0.0	1.0
Max	20	45	30	28	24	45	0	25
Max 2	0	0	0	0	0	0	0	0
Cond Serve Check	0	0	0	0	0	0	0	0
Clear: Yellow Change	3.9	4.3	3.2	3.2	3.9	4.3	0.0	3.2
Red Clear	0.5	1.0	1.0	1.0	0.5	1.0	0.0	1.0
Pedestrian Timing: Walk	0	7	7	7	0	7	0	0
Ped Clear - FDW	0	11	11	19	0	11	0	0
Adv / Delay Walk	0	0	0	0	0	0	0	0
PE Min Ped FDW	0	0	0	0	0	0	0	0
Volume Density: Type 3 Disconnect	0	0	0	0	0	0	0	0
Added per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Added Initial	0	0	0	0	0	0	0	0
Min Gap	2.0	4.0	1.0	1.0	5.0	2.0	0.0	1.0
Max Gap	2.0	3.0	0.5	0.5	5.0	1.0	0.0	0.5
Reduce Every	24.0	6.0	10.0	10.0	24.0	6.0	0.0	10.0

Phase Timing - Bank 1

	Phase 1	2	3	4	5	6	7	8
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped Clear	0	0	0	0	0	0	0	0
Alternate Minimum	0	0	0	0	0	0	0	0
Alternate Extension	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Alternate Timing - Bank 1

Red Lock	#NAME?	Red Rest	#NAME?
Yellow Lock	#NAME?	Dual Entry	#NAME?
Simultaneous Gap	#NAME?	Sequential Timing	#NAME?
Rest In Walk	#NAME?	Inhibit Ped Reservice	#NAME?
Advance Walk	#NAME?	Semi-Actuated	#NAME?
Flashing Walk	#NAME?	Guaranteed Passage	#NAME?
Max Extension	#NAME?	Conditional Service	#NAME?

Phase Functions - Page 1

Minimum Recall	#NAME?	Soft Recall	#NAME?
Ped Recall	#NAME?	External Recall	#NAME?
Maximum Recall	#NAME?	Manual Control Calls	#NAME?
Green Flash	#NAME?	Fast Green Flash	#NAME?
Overlap Green Flash	#NAME?	Fast Overlap G. Flash	#NAME?

Phase Functions - Page 2

		Phase							
		1	2	3	4	5	6	7	8
Basic Phase Timing	Min Green	0	0	0	0	0	0	0	0
	Extension	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Max	0	0	0	0	0	0	0	0
	Max 2	0	0	0	0	0	0	0	0
	Cond Serve Check	0	0	0	0	0	0	0	0
Clear	Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Timing	Walk	0	0	0	0	0	0	0	0
	Ped Clear - FDW	0	0	0	0	0	0	0	0
	Adv / Delay Walk	0	0	0	0	0	0	0	0
	PE Min Ped FDW	0	0	0	0	0	0	0	0
Volume Density	Type 3 Disconnect	0	0	0	0	0	0	0	0
	Added per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Max Added Initial	0	0	0	0	0	0	0	0
	Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Max Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Phase Timing - Bank 2

		Phase							
		1	2	3	4	5	6	7	8
Basic Phase Timing	Min Green	0	0	0	0	0	0	0	0
	Extension	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Max	0	0	0	0	0	0	0	0
	Max 2	0	0	0	0	0	0	0	0
	Cond Serve Check	0	0	0	0	0	0	0	0
Clear	Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Timing	Walk	0	0	0	0	0	0	0	0
	Ped Clear - FDW	0	0	0	0	0	0	0	0
	Adv / Delay Walk	0	0	0	0	0	0	0	0
	PE Min Ped FDW	0	0	0	0	0	0	0	0
Volume Density	Type 3 Disconnect	0	0	0	0	0	0	0	0
	Added per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Max Added Initial	0	0	0	0	0	0	0	0
	Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Max Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Phase Timing - Bank 3

	Phase							
	1	2	3	4	5	6	7	8
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped Clear	0	0	0	0	0	0	0	0
Alternate Minimum	0	0	0	0	0	0	0	0
Alternate Extension	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Alternate Timing - Bank 2

	Phase							
	1	2	3	4	5	6	7	8
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped Clear	0	0	0	0	0	0	0	0
Alternate Minimum	0	0	0	0	0	0	0	0
Alternate Extension	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Alternate Timing - Bank 3

INTERSECTION: Barcelona St @ Campo Rd 750

QuicNet System Parameters

Group Assignment: ######
Field Master Assignment: ######
System Reference Number: 17
Commications Channel: ######
Drop Address: 7
Area Number: 6
Area Address: 7

N/S Street Name: ######
E/W Street Name: ######

Last *QuicNet* Database Change: **5/6/2014 13:22**

Notes:

Field Change Record					
Change	By	Date	Change	By	Date

Excl Ped Assignment	#NAME?
Exclusive Walk	0
Exclusive FDW	0
All Red Clear	0.0

Exclusive Ped Phase

Note: Set the Exclusive Ped Outputs on the "Outputs / General" page

Walk Output	0
Don't Walk Output	0

	Phase							
	1	2	3	4	5	6	7	8
Basic Phase Timing								
Min Green	4	6	0	4	4	6	0	0
Extension	2.0	2.0	0.0	3.0	2.0	2.0	0.0	0.0
Max	30	45	0	36	30	45	0	0
Max 2	0	0	0	0	0	0	0	0
Cond Serve Check	0	0	0	0	0	0	0	0
Clear								
Yellow Change	3.2	3.6	0.0	3.2	3.2	3.6	0.0	0.0
Red Clear	0.5	1.0	0.0	1.0	0.5	1.0	0.0	0.0
Pedestrian Timing								
Walk	0	7	0	7	0	7	0	0
Ped Clear - FDW	0	12	0	19	0	13	0	0
Adv / Delay Walk	0	0	0	0	0	0	0	0
PE Min Ped FDW	0	0	0	0	0	0	0	0
Volume Density								
Type 3 Disconnect	0	0	0	0	0	0	0	0
Added per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Added Initial	0	0	0	0	0	0	0	0
Min Gap	2.0	1.5	0.0	3.0	2.0	1.5	0.0	0.0
Max Gap	2.0	2.1	0.0	3.0	2.0	2.1	0.0	0.0
Reduce Every	0.0	7.0	0.0	0.0	0.0	7.0	0.0	0.0

Phase Timing - Bank 1

	Phase							
	1	2	3	4	5	6	7	8
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped Clear	0	0	0	0	0	0	0	0
Alternate Minimum	0	0	0	0	0	0	0	0
Alternate Extension	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Alternate Timing - Bank 1

Red Lock	#NAME?	Red Rest	#NAME?
Yellow Lock	#NAME?	Dual Entry	#NAME?
Simultaneous Gap	#NAME?	Sequential Timing	#NAME?
Rest In Walk	#NAME?	Inhibit Ped Reservice	#NAME?
Advance Walk	#NAME?	Semi-Actuated	#NAME?
Flashing Walk	#NAME?	Guaranteed Passage	#NAME?
Max Extension	#NAME?	Conditional Service	#NAME?

Phase Functions - Page 1

Minimum Recall	#NAME?	Soft Recall	#NAME?
Ped Recall	#NAME?	External Recall	#NAME?
Maximum Recall	#NAME?	Manual Control Calls	#NAME?
Green Flash	#NAME?	Fast Green Flash	#NAME?
Overlap Green Flash	#NAME?	Fast Overlap G. Flash	#NAME?

Phase Functions - Page 2

		Phase							
		1	2	3	4	5	6	7	8
Basic Phase Timing	Min Green	0	0	0	0	0	0	0	0
	Extension	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Max	0	0	0	0	0	0	0	0
	Max 2	0	0	0	0	0	0	0	0
	Cond Serve Check	0	0	0	0	0	0	0	0
Clear	Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Timing	Walk	0	0	0	0	0	0	0	0
	Ped Clear - FDW	0	0	0	0	0	0	0	0
	Adv / Delay Walk	0	0	0	0	0	0	0	0
	PE Min Ped FDW	0	0	0	0	0	0	0	0
Volume Density	Type 3 Disconnect	0	0	0	0	0	0	0	0
	Added per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Max Added Initial	0	0	0	0	0	0	0	0
	Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Max Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Phase Timing - Bank 2

		Phase							
		1	2	3	4	5	6	7	8
Basic Phase Timing	Min Green	0	0	0	0	0	0	0	0
	Extension	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Max	0	0	0	0	0	0	0	0
	Max 2	0	0	0	0	0	0	0	0
	Cond Serve Check	0	0	0	0	0	0	0	0
Clear	Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Timing	Walk	0	0	0	0	0	0	0	0
	Ped Clear - FDW	0	0	0	0	0	0	0	0
	Adv / Delay Walk	0	0	0	0	0	0	0	0
	PE Min Ped FDW	0	0	0	0	0	0	0	0
Volume Density	Type 3 Disconnect	0	0	0	0	0	0	0	0
	Added per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Max Added Initial	0	0	0	0	0	0	0	0
	Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Max Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Phase Timing - Bank 3

	Phase							
	1	2	3	4	5	6	7	8
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped Clear	0	0	0	0	0	0	0	0
Alternate Minimum	0	0	0	0	0	0	0	0
Alternate Extension	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Alternate Timing - Bank 2

	Phase							
	1	2	3	4	5	6	7	8
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped Clear	0	0	0	0	0	0	0	0
Alternate Minimum	0	0	0	0	0	0	0	0
Alternate Extension	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Alternate Timing - Bank 3

INTERSECTION: Bonita St @ Campo Rd 750

QuicNet System Parameters

Group Assignment: **NONE**
Field Master Assignment: **NONE**
System Reference Number: **16**
Commications Channel: **Not Assigned**
Drop Address: **6**
Area Number: **6**
Area Address: **6**

N/S Street Name: **Bonita St**
E/W Street Name: **Campo Rd**

Last *QuicNet* Database Change: **8/1/2016 11:51**

Notes:

Field Change Record					
Change	By	Date	Change	By	Date

Excl Ped Assignment	
Exclusive Walk	0
Exclusive FDW	0
All Red Clear	0.0

Exclusive Ped Phase

Note: Set the Exclusive Ped Outputs on the "Outputs / General" page

Walk Output	0
Don't Walk Output	0

	Phase							
	1	2	3	4	5	6	7	8
Basic Phase Timing								
Min Green	4	6	0	4	4	6	0	4
Extension	1.5	2.0	0.0	2.0	1.5	2.0	0.0	2.0
Max	20	50	0	27	20	50	0	27
Max 2	0	0	0	0	0	0	0	0
Cond Serve Check	0	0	0	0	0	0	0	0
Clear								
Yellow Change	3.6	4.1	0.0	3.6	3.6	4.1	0.0	3.6
Red Clear	0.5	1.0	0.0	1.0	0.5	1.0	0.0	1.0
Pedestrian Timing								
Walk	0	7	0	7	0	7	0	7
Ped Clear - FDW	0	12	0	19	0	12	0	19
Adv / Delay Walk	0	0	0	0	0	0	0	0
PE Min Ped FDW	0	0	0	0	0	0	0	0
Volume Density								
Type 3 Disconnect	0	0	0	0	0	0	0	0
Added per Vehicle	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Max Added Initial	0	0	0	0	0	10	0	0
Min Gap	1.0	1.0	0.0	5.0	1.0	1.0	0.0	5.0
Max Gap	1.5	2.0	0.0	5.0	1.5	2.0	0.0	5.0
Reduce Every	10.0	10.0	0.0	24.0	10.0	10.0	0.0	24.0

Phase Timing - Bank 1

	Phase							
	1	2	3	4	5	6	7	8
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped Clear	0	0	0	0	0	0	0	0
Alternate Minimum	0	0	0	0	0	0	0	0
Alternate Extension	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Alternate Timing - Bank 1

Red Lock		Red Rest	
Yellow Lock		Dual Entry	_2_4_6_8
Simultaneous Gap		Sequential Timing	
Rest In Walk		Inhibit Ped Reservice	
Advance Walk		Semi-Actuated	
Flashing Walk		Guaranteed Passage	
Max Extension		Conditional Service	

Phase Functions - Page 1

Minimum Recall	_2___6__	Soft Recall	
Ped Recall		External Recall	
Maximum Recall		Manual Control Calls	
Green Flash		Fast Green Flash	
Overlap Green Flash		Fast Overlap G. Flash	

Phase Functions - Page 2

		Phase							
		1	2	3	4	5	6	7	8
Basic Phase Timing	Min Green	0	0	0	0	0	0	0	0
	Extension	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Max	0	0	0	0	0	0	0	0
	Max 2	0	0	0	0	0	0	0	0
	Cond Serve Check	0	0	0	0	0	0	0	0
Clear	Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Timing	Walk	0	0	0	0	0	0	0	0
	Ped Clear - FDW	0	0	0	0	0	0	0	0
	Adv / Delay Walk	0	0	0	0	0	0	0	0
	PE Min Ped FDW	0	0	0	0	0	0	0	0
Volume Density	Type 3 Disconnect	0	0	0	0	0	0	0	0
	Added per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Max Added Initial	0	0	0	0	0	0	0	0
	Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Max Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Phase Timing - Bank 2

		Phase							
		1	2	3	4	5	6	7	8
Basic Phase Timing	Min Green	0	0	0	0	0	0	0	0
	Extension	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Max	0	0	0	0	0	0	0	0
	Max 2	0	0	0	0	0	0	0	0
	Cond Serve Check	0	0	0	0	0	0	0	0
Clear	Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Timing	Walk	0	0	0	0	0	0	0	0
	Ped Clear - FDW	0	0	0	0	0	0	0	0
	Adv / Delay Walk	0	0	0	0	0	0	0	0
	PE Min Ped FDW	0	0	0	0	0	0	0	0
Volume Density	Type 3 Disconnect	0	0	0	0	0	0	0	0
	Added per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Max Added Initial	0	0	0	0	0	0	0	0
	Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Max Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Phase Timing - Bank 3

	Phase							
	1	2	3	4	5	6	7	8
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped Clear	0	0	0	0	0	0	0	0
Alternate Minimum	0	0	0	0	0	0	0	0
Alternate Extension	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Alternate Timing - Bank 2

	Phase							
	1	2	3	4	5	6	7	8
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped Clear	0	0	0	0	0	0	0	0
Alternate Minimum	0	0	0	0	0	0	0	0
Alternate Extension	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Alternate Timing - Bank 3

QuicNet® System	
System ID	**15**
Group	**NONE**
Field Master	**NONE**
N-S Street	**Conrad**
E-W Street	**Campo**
Communications	
Channel	**UDP:8002:10.197.1.11**
Address	**5**
Area Number	**6**
Area Address	**5**
Database	
Last Changed	**3/19/2019 9:24**

QuicNet Timing Notes

Phase Timing - Bank 1								
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8
Min Green	4	6	4	0	6	4	4	0
Extension	2.0	2.0	2.0	0.0	2.0	2.0	2.0	0.0
Max	25	40	30	0	40	30	30	0
Max 2	0	0	0	0	0	0	0	0
Cond Serve Check	0	0	0	0	0	0	0	0
Clearance Timing								
Yellow Change	3.6	4.1	3.4	0.0	3.6	4.1	4.8	0.0
Red Clear	0.5	1.0	1.0	0.0	0.5	1.0	1.0	0.0
Pedestrian Timing								
Walk	0	7	0	0	0	7	0	0
Pedestrian Change	0	22	15	0	0	29	12	0
Advance/Delay Walk	0	0	7	0	0	0	7	0
PE Min. Ped. Change	0	0	0	0	0	0	0	0
Volume-Density								
Type 3 Disconnect	0	0	0	0	0	0	0	0
Add per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Added Initial	0	0	0	0	0	0	0	0
Min Gap	2.0	2.0	2.0	0.0	2.0	2.0	2.0	0.0
Max Gap	2.0	2.0	2.0	0.0	2.0	2.0	2.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alternate Timing								
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped. Change	0	0	0	0	0	0	0	0
Alternate Minimum	0	0	0	0	0	0	0	0
Alternate Extension	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Phase Timing - Exclusive Pedestrian	
Exclusive Ped Assignment	
Exclusive Walk	0
Exclusive Pedestrian Change	0
Red Clear	0.0
Walk Output	0
Don't Walk Output	0

Phase Functions - Page 1	
Red Lock	
Yellow Lock	3 7
Simultaneous Gap	
Rest In Walk	
Advance Walk	3 7
Flashing Walk	
Max Extension	
Red Rest	
Dual Entry	
Sequential Timing	
Inhibit Ped Reservice	
Delay Walk	
Guaranteed Passage	
Conditional Service	

Phase Functions - Page 2	
Minimum Recall	2 5
Ped Recall	
Maximum Recall	
Green Flash	
Overlap Green Flash	
Flashing Yellow Arrow for PPLT	
Max2	
Soft Recall	
External Recall	
Manual Control Calls	
Fast Green Flash	
Fast Overlap Green Flash	
Semi-Actuated	

2-417

Michael Baker
INTERNATIONAL

Attachment E:
Existing Conditions
Synchro Worksheets

Casa De Oro
1: Kenwood Dr & SR-94 EB Ramps

Existing AM

Intersection	
Intersection Delay, s/veh	28.5
Intersection LOS	D

Movement	WBL	WBR	SEL	SER	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations										
Traffic Vol, veh/h	0	0	1	102	0	552	259	55	460	0
Future Vol, veh/h	0	0	1	102	0	552	259	55	460	0
Peak Hour Factor	0.92	0.92	0.88	0.88	0.85	0.85	0.85	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	1	116	0	649	305	63	523	0
Number of Lanes	0	0	1	1	0	2	1	0	2	0

Approach	NE	SW
Opposing Approach	SW	NE
Opposing Lanes	2	3
Conflicting Approach Left	SE	
Conflicting Lanes Left	3	0
Conflicting Approach Right		SE
Conflicting Lanes Right	0	3
HCM Control Delay	27.4	39.2
HCM LOS	D	E

Lane	NELn1	NELn2	NELn3	SELn1	SELn2	SELn3	SWLn1	SWLn2
Vol Left, %	0%	0%	0%	100%	100%	0%	26%	0%
Vol Thru, %	100%	100%	0%	0%	0%	0%	74%	100%
Vol Right, %	0%	0%	100%	0%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	276	276	259	170	171	102	208	307
LT Vol	0	0	0	170	171	0	55	0
Through Vol	276	276	0	0	0	0	153	307
RT Vol	0	0	259	0	0	102	0	0
Lane Flow Rate	325	325	305	193	194	116	237	348
Geometry Grp	8	8	8	7	7	7	8	8
Degree of Util (X)	0.762	0.762	0.495	0.475	0.478	0.246	0.601	0.872
Departure Headway (Hd)	8.444	8.444	5.844	8.986	8.986	7.755	9.141	9.005
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	432	432	609	403	403	466	395	404
Service Time	6.144	6.144	3.642	6.686	6.686	5.455	6.861	6.725
HCM Lane V/C Ratio	0.752	0.752	0.501	0.479	0.481	0.249	0.6	0.861
HCM Control Delay	33.5	33.5	14.3	19.6	19.6	13	24.7	49
HCM Lane LOS	D	D	B	C	C	B	C	E
HCM 95th-tile Q	6.4	6.4	2.7	2.5	2.5	1	3.8	8.7

HCM 6th AWSC
2: Kenwood Dr & SR-94 WB Ramps 01/29/2020

Intersection	
Intersection Delay, s/veh	79.3
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	178	47	143	223	666	0	0	337	562
Future Vol, veh/h	0	0	0	178	47	143	223	666	0	0	337	562
Peak Hour Factor	0.96	0.96	0.96	0.79	0.79	0.79	0.86	0.86	0.86	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	225	59	181	259	774	0	0	374	624
Number of Lanes	0	0	0	0	1	1	1	2	0	0	2	1

Approach	WB	NE	SW
Opposing Approach		SW	NE
Opposing Lanes	0	3	3
Conflicting Approach Left	NE		WB
Conflicting Lanes Left	3	0	2
Conflicting Approach Right	SW	WB	
Conflicting Lanes Right	3	2	0
HCM Control Delay	48.6	52.1	121.7
HCM LOS	E	F	F

Lane	NELn1	NELn2	NELn3	WBLn1	WBLn2	SWLn1	SWLn2	SWLn3
Vol Left, %	100%	0%	0%	79%	0%	0%	0%	0%
Vol Thru, %	0%	100%	100%	21%	0%	100%	100%	0%
Vol Right, %	0%	0%	0%	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	223	333	333	225	143	169	169	562
LT Vol	223	0	0	178	0	0	0	0
Through Vol	0	333	333	47	0	169	169	0
RT Vol	0	0	0	0	143	0	0	562
Lane Flow Rate	259	387	387	285	181	187	187	624
Geometry Grp	8	8	8	8	8	8	8	8
Degree of Util (X)	0.704	0.997	0.809	0.893	0.513	0.527	0.527	1.319
Departure Headway (Hd)	10.45	9.929	8.121	11.931	10.811	10.137	10.137	7.604
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	347	368	449	305	335	358	358	481
Service Time	8.15	7.629	5.821	9.631	8.511	7.868	7.868	5.334
HCM Lane V/C Ratio	0.746	1.052	0.862	0.934	0.54	0.522	0.522	1.297
HCM Control Delay	34.6	78.7	37.2	63.9	24.4	23.7	23.7	180.5
HCM Lane LOS	D	F	E	F	C	C	C	F
HCM 95th-tile Q	5.1	11.6	7.5	8.2	2.8	2.9	2.9	27.3

Casa De Oro
3: Kenwood Dr & Kendra Dr

Existing AM

Intersection	
Int Delay, s/veh	8.9

Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	119	33	731	66	6	797
Future Vol, veh/h	119	33	731	66	6	797
Conflicting Peds, #/hr	0	0	0	6	6	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	89	89	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	125	35	821	74	7	886

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1321	454	0	0	901	0
Stage 1	864	-	-	-	-	-
Stage 2	457	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	148	553	-	-	750	-
Stage 1	373	-	-	-	-	-
Stage 2	604	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	144	550	-	-	746	-
Mov Cap-2 Maneuver	144	-	-	-	-	-
Stage 1	371	-	-	-	-	-
Stage 2	593	-	-	-	-	-

Approach	WB	NE	SW
HCM Control Delay, s	106.8	0	0.2
HCM LOS	F		

Minor Lane/Major Mvmt	NET	NER	WBLn1	SWL	SWT
Capacity (veh/h)	-	-	171	746	-
HCM Lane V/C Ratio	-	-	0.936	0.009	-
HCM Control Delay (s)	-	-	106.8	9.9	0.1
HCM Lane LOS	-	-	F	A	A
HCM 95th %tile Q(veh)	-	-	7.1	0	-

Casa De Oro
4: Kenwood Dr & Campo Rd

Existing AM

Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	182	74	736	517	205	562
Future Volume (vph)	182	74	736	517	205	562
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.1	4.0	4.1	5.1	4.4	4.1
Lane Util. Factor	0.95	1.00	0.97	1.00	1.00	0.88
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3539	1583	3433	1863	1770	2787
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	3539	1583	3433	1863	1770	2787
Peak-hour factor, PHF	0.83	0.83	0.91	0.91	0.89	0.89
Adj. Flow (vph)	219	89	809	568	230	631
RTOR Reduction (vph)	0	0	0	0	0	311
Lane Group Flow (vph)	219	89	809	568	230	320
Turn Type	NA	Free	Prot	NA	Prot	pm+ov
Protected Phases	6		5	2	3	5
Permitted Phases		Free				3
Actuated Green, G (s)	35.7	100.0	33.3	45.9	17.4	50.7
Effective Green, g (s)	35.7	100.0	33.3	45.9	17.4	50.7
Actuated g/C Ratio	0.36	1.00	0.33	0.46	0.17	0.51
Clearance Time (s)	5.1		4.1	5.1	4.4	4.1
Vehicle Extension (s)	2.0		2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	1263	1583	1143	855	307	1413
v/s Ratio Prot	0.06		c0.24	c0.30	c0.13	0.08
v/s Ratio Perm		0.06				0.04
v/c Ratio	0.17	0.06	0.71	0.66	0.75	0.23
Uniform Delay, d1	22.0	0.0	29.1	21.1	39.2	13.7
Progression Factor	1.00	1.00	1.29	0.67	1.00	1.00
Incremental Delay, d2	0.3	0.1	1.3	3.1	8.5	0.0
Delay (s)	22.3	0.1	38.8	17.3	47.7	13.8
Level of Service	C	A	D	B	D	B
Approach Delay (s)	15.9			29.9	22.8	
Approach LOS	B			C	C	

Intersection Summary			
HCM 2000 Control Delay	25.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	48.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Casa De Oro — Existing AM
5: Campo Rd & Conrad Dr

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	225	457	10	10	898	111	0	0	2	146	10	378
Future Volume (vph)	225	457	10	10	898	111	0	0	2	146	10	378
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.1	5.1		5.1	5.1				5.1		5.8	4.1
Lane Util. Factor	1.00	0.95		1.00	0.95				1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00				1.00		1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00				1.00		1.00	1.00
Frt	1.00	1.00		1.00	0.98				0.86		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00				1.00		0.96	1.00
Satd. Flow (prot)	1770	3526		1770	3476				1611		1780	1583
Flt Permitted	0.95	1.00		0.27	1.00				1.00		0.96	1.00
Satd. Flow (perm)	1770	3526		497	3476				1611		1780	1583
Peak-hour factor, PHF	0.82	0.82	0.82	0.92	0.92	0.92	0.50	0.50	0.50	0.86	0.86	0.86
Adj. Flow (vph)	274	557	12	11	976	121	0	0	4	170	12	440
RTOR Reduction (vph)	0	2	0	0	10	0	0	0	2	0	0	38
Lane Group Flow (vph)	274	567	0	11	1087	0	0	0	2	0	182	402
Confl. Bikes (#/hr)			1			1						
Turn Type	Prot	NA		Perm	NA				Perm	Split	NA	pm+ov
Protected Phases	1	6			2					7	7	1
Permitted Phases				2					2			7
Actuated Green, G (s)	23.1	35.7		45.9	45.9				45.9		16.0	39.1
Effective Green, g (s)	23.1	35.7		45.9	45.9				45.9		16.0	39.1
Actuated g/C Ratio	0.23	0.36		0.46	0.46				0.46		0.16	0.39
Clearance Time (s)	4.1	5.1		5.1	5.1				5.1		5.8	4.1
Vehicle Extension (s)	2.0	2.0		2.0	2.0				2.0		2.0	2.0
Lane Grp Cap (vph)	408	1258		228	1595				739		284	618
v/s Ratio Prot	c0.15	0.16			c0.31						0.10	c0.15
v/s Ratio Perm				0.02					0.00			0.10
v/c Ratio	0.67	0.45		0.05	0.68				0.00		0.64	0.65
Uniform Delay, d1	35.0	24.6		15.0	21.3				14.7		39.3	24.9
Progression Factor	1.14	0.83		0.80	0.63				1.00		1.00	1.00
Incremental Delay, d2	3.3	1.1		0.3	2.0				0.0		3.7	1.9
Delay (s)	43.1	21.6		12.4	15.4				14.7		43.0	26.8
Level of Service	D	C		B	B				B		D	C
Approach Delay (s)		28.6			15.4			14.7			31.5	
Approach LOS		C			B			B			C	

Intersection Summary			
HCM 2000 Control Delay	23.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	61.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Casa De Oro
6: Bonita St & Campo Rd

Existing AM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	450	35	29	978	92	68	20	30	45	12	60
Future Volume (veh/h)	44	450	35	29	978	92	68	20	30	45	12	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	51	517	40	36	1222	115	89	26	39	60	16	80
Peak Hour Factor	0.87	0.87	0.87	0.80	0.80	0.80	0.76	0.76	0.76	0.75	0.75	0.75
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	65	2341	181	45	2258	212	155	42	48	118	36	110
Arrive On Green	0.07	1.00	1.00	0.03	0.69	0.69	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1781	3343	258	1781	3277	308	722	307	349	500	266	806
Grp Volume(v), veh/h	51	274	283	36	661	676	154	0	0	156	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1824	1781	1777	1807	1378	0	0	1571	0	0
Q Serve(g_s), s	2.8	0.0	0.0	2.0	18.4	18.6	1.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.8	0.0	0.0	2.0	18.4	18.6	11.0	0.0	0.0	9.4	0.0	0.0
Prop In Lane	1.00		0.14	1.00		0.17	0.58		0.25	0.38		0.51
Lane Grp Cap(c), veh/h	65	1245	1277	45	1225	1246	244	0	0	264	0	0
V/C Ratio(X)	0.78	0.22	0.22	0.80	0.54	0.54	0.63	0.00	0.00	0.59	0.00	0.00
Avail Cap(c_a), veh/h	287	1245	1277	287	1225	1246	595	0	0	630	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	0.77	0.77	0.77	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	45.9	0.0	0.0	48.5	7.7	7.7	42.0	0.0	0.0	41.3	0.0	0.0
Incr Delay (d2), s/veh	6.6	0.4	0.4	8.7	1.3	1.3	1.0	0.0	0.0	0.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.1	0.1	1.0	6.3	6.4	3.8	0.0	0.0	3.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.6	0.4	0.4	57.2	9.0	9.0	43.0	0.0	0.0	42.1	0.0	0.0
LnGrp LOS	D	A	A	E	A	A	D	A	A	D	A	A
Approach Vol, veh/h		608			1373			154			156	
Approach Delay, s/veh		4.7			10.3			43.0			42.1	
Approach LOS		A			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.6	75.1		18.2	7.8	74.0		18.2				
Change Period (Y+Rc), s	4.1	5.1		4.6	4.1	5.1		4.6				
Max Green Setting (Gmax), s	16.1	32.1		38.0	16.1	32.1		38.0				
Max Q Clear Time (g_c+I1), s	4.0	2.0		11.4	4.8	20.6		13.0				
Green Ext Time (p_c), s	0.0	2.1		0.6	0.0	4.8		0.6				

Intersection Summary												
HCM 6th Ctrl Delay			13.2									
HCM 6th LOS			B									

Casa De Oro — Existing AM
7: Barcelona St & Campo Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	340	158	30	793	35	289	33	56	20	12	18
Future Volume (veh/h)	13	340	158	30	793	35	289	33	56	20	12	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	420	195	38	1017	45	352	40	68	26	15	23
Peak Hour Factor	0.81	0.81	0.81	0.78	0.78	0.78	0.82	0.82	0.82	0.78	0.78	0.78
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	26	1205	554	48	1810	80	442	43	73	257	152	201
Arrive On Green	0.03	1.00	1.00	0.03	0.52	0.52	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	1781	2365	1086	1781	3466	153	1117	127	216	610	449	594
Grp Volume(v), veh/h	16	314	301	38	521	541	460	0	0	64	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1675	1781	1777	1843	1459	0	0	1654	0	0
Q Serve(g_s), s	0.9	0.0	0.0	2.1	19.8	19.8	27.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.9	0.0	0.0	2.1	19.8	19.8	30.4	0.0	0.0	2.5	0.0	0.0
Prop In Lane	1.00		0.65	1.00		0.08	0.77		0.15	0.41		0.36
Lane Grp Cap(c), veh/h	26	905	853	48	928	962	558	0	0	611	0	0
V/C Ratio(X)	0.63	0.35	0.35	0.79	0.56	0.56	0.83	0.00	0.00	0.10	0.00	0.00
Avail Cap(c_a), veh/h	287	905	853	287	928	962	617	0	0	673	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.98	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	48.3	0.0	0.0	48.4	16.2	16.2	31.6	0.0	0.0	22.7	0.0	0.0
Incr Delay (d2), s/veh	8.8	1.0	1.1	10.2	0.5	0.5	8.3	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.3	0.3	1.1	7.6	7.9	11.8	0.0	0.0	1.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.1	1.0	1.1	58.6	16.6	16.6	39.9	0.0	0.0	22.8	0.0	0.0
LnGrp LOS	E	A	A	E	B	B	D	A	A	C	A	A
Approach Vol, veh/h		631			1100			460			64	
Approach Delay, s/veh		2.5			18.1			39.9			22.8	
Approach LOS		A			B			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.4	55.5		38.1	5.1	56.8		38.1				
Change Period (Y+Rc), s	3.7	4.6		* 4.2	3.7	4.6		* 4.2				
Max Green Setting (Gmax), s	16.1	33.4		* 38	16.1	33.4		* 38				
Max Q Clear Time (g_c+I1), s	4.1	2.0		4.5	2.9	21.8		32.4				
Green Ext Time (p_c), s	0.0	2.5		0.3	0.0	3.6		1.5				

Intersection Summary		
HCM 6th Ctrl Delay		18.3
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Casa De Oro
8: Cordoba Ave & Campo Rd

Existing AM

Intersection	
Int Delay, s/veh	17.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	400	17	33	798	45	5	11	15	44	5	35
Future Vol, veh/h	32	400	17	33	798	45	5	11	15	44	5	35
Conflicting Peds, #/hr	3	0	13	13	0	3	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	50	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	75	75	75	41	41	41	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	476	20	44	1064	60	12	27	37	54	6	43

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1127	0	0	509	0	0	1198	1790	261	1513	1770	565
Stage 1	-	-	-	-	-	-	575	575	-	1185	1185	-
Stage 2	-	-	-	-	-	-	623	1215	-	328	585	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	616	-	-	1052	-	-	141	80	738	82	82	468
Stage 1	-	-	-	-	-	-	470	501	-	201	261	-
Stage 2	-	-	-	-	-	-	440	252	-	659	496	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	614	-	-	1039	-	-	109	71	729	~ 51	73	467
Mov Cap-2 Maneuver	-	-	-	-	-	-	109	71	-	~ 51	73	-
Stage 1	-	-	-	-	-	-	435	464	-	188	249	-
Stage 2	-	-	-	-	-	-	373	241	-	553	460	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.3	57.5	270.4
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	140	614	-	-	1039	-	-	83
HCM Lane V/C Ratio	0.54	0.062	-	-	0.042	-	-	1.249
HCM Control Delay (s)	57.5	11.3	-	-	8.6	-	-	270.4
HCM Lane LOS	F	B	-	-	A	-	-	F
HCM 95th %tile Q(veh)	2.6	0.2	-	-	0.1	-	-	7.7

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Casa De Oro — Existing AM

9: Granada Ave & Campo Rd & Casa De Oro Blvd

Movement	EBL2	EBL	EBR	EBR2	NBL	NBT	NBR	NBR2	SBL	SBT	SBR	NWL2
Lane Configurations												
Traffic Volume (vph)	17	66	345	9	23	1	25	87	40	3	15	9
Future Volume (vph)	17	66	345	9	23	1	25	87	40	3	15	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.4	5.3			4.2				4.2		4.4
Lane Util. Factor		1.00	0.88			1.00				1.00		1.00
Frpb, ped/bikes		1.00	1.00			1.00				1.00		1.00
Flpb, ped/bikes		1.00	1.00			1.00				1.00		1.00
Frt		1.00	0.85			0.89				0.97		1.00
Flt Protected		0.95	1.00			0.99				0.97		0.95
Satd. Flow (prot)		1770	2787			1641				1738		1770
Flt Permitted		0.95	1.00			0.93				0.33		0.95
Satd. Flow (perm)		1770	2787			1537				586		1770
Peak-hour factor, PHF	0.76	0.76	0.76	0.76	0.78	0.78	0.78	0.78	0.66	0.66	0.66	0.76
Adj. Flow (vph)	22	87	454	12	29	1	32	112	61	5	23	12
RTOR Reduction (vph)	0	0	83	0	0	55	0	0	0	11	0	0
Lane Group Flow (vph)	0	109	383	0	0	119	0	0	0	78	0	12
Confl. Bikes (#/hr)				3								
Turn Type	Prot	Prot	Prot		Perm	NA			Perm	NA		Prot
Protected Phases	5	5	2			8				4		1
Permitted Phases					8				4			
Actuated Green, G (s)		9.7	29.9			10.6				14.1		0.9
Effective Green, g (s)		9.7	29.9			10.6				14.1		0.9
Actuated g/C Ratio		0.11	0.33			0.12				0.16		0.01
Clearance Time (s)		4.4	5.3			4.2				4.2		4.4
Vehicle Extension (s)		4.0	4.0			1.0				1.0		1.0
Lane Grp Cap (vph)		189	920			180				91		17
v/s Ratio Prot		c0.06	0.14									0.01
v/s Ratio Perm						c0.08				c0.13		
v/c Ratio		0.58	0.42			0.66				0.86		0.71
Uniform Delay, d1		38.4	23.5			38.2				37.2		44.7
Progression Factor		1.00	1.00			1.00				1.00		1.00
Incremental Delay, d2		5.0	0.4			6.9				49.2		72.3
Delay (s)		43.5	23.9			45.1				86.4		117.0
Level of Service		D	C			D				F		F
Approach Delay (s)		27.6				45.1				86.4		
Approach LOS		C				D				F		

Intersection Summary			
HCM 2000 Control Delay	72.6	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	90.5	Sum of lost time (s)	22.3
Intersection Capacity Utilization	61.0%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Casa De Oro
Existing AM
9: Granada Ave & Campo Rd & Casa De Oro Blvd

Movement	NWL	NWR	NWR2	SWL2	SWL	SWR	SWR2
Lane Configurations							
Traffic Volume (vph)	704	26	51	49	17	140	14
Future Volume (vph)	704	26	51	49	17	140	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.3				4.2	4.2	
Lane Util. Factor	0.97				1.00	0.95	
Frpb, ped/bikes	1.00				1.00	1.00	
Flpb, ped/bikes	1.00				1.00	1.00	
Frt	0.99				0.94	0.85	
Flt Protected	0.96				0.97	1.00	
Satd. Flow (prot)	3407				1696	1504	
Flt Permitted	0.96				0.97	1.00	
Satd. Flow (perm)	3407				1696	1504	
Peak-hour factor, PHF	0.76	0.76	0.76	0.71	0.71	0.71	0.71
Adj. Flow (vph)	926	34	67	69	24	197	20
RTOR Reduction (vph)	125	0	0	0	0	129	0
Lane Group Flow (vph)	902	0	0	0	160	21	0
Confl. Bikes (#/hr)							
Turn Type	Prot			Perm	Prot	Prot	
Protected Phases	6				3	3	
Permitted Phases				3			
Actuated Green, G (s)	21.1				12.7	12.7	
Effective Green, g (s)	21.1				12.7	12.7	
Actuated g/C Ratio	0.23				0.14	0.14	
Clearance Time (s)	5.3				4.2	4.2	
Vehicle Extension (s)	2.0				1.0	1.0	
Lane Grp Cap (vph)	794				238	211	
v/s Ratio Prot	c0.26					0.01	
v/s Ratio Perm					0.09		
v/c Ratio	1.14				0.67	0.10	
Uniform Delay, d1	34.7				36.9	33.9	
Progression Factor	1.00				1.00	1.00	
Incremental Delay, d2	76.4				5.8	0.1	
Delay (s)	111.1				42.7	34.0	
Level of Service	F				D	C	
Approach Delay (s)	111.2				38.5		
Approach LOS	F				D		

Intersection Summary

Casa De Oro — Existing AM

10: Campo Rd/Campo Rd & SR-94 WB Ramps/Agua Dulce Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	194	162	289	18	322	189	496	526	183
Future Volume (veh/h)	0	0	0	194	162	289	18	322	189	496	526	183
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1870	1900	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h				234	195	348	22	393	230	557	591	206
Peak Hour Factor				0.83	0.83	0.83	0.82	0.82	0.82	0.89	0.89	0.89
Percent Heavy Veh, %				0	2	0	2	2	2	2	2	2
Cap, veh/h				203	169	302	75	629	363	528	1421	494
Arrive On Green				0.40	0.40	0.40	0.04	0.29	0.29	0.30	0.55	0.55
Sat Flow, veh/h				514	428	765	1781	2169	1253	1781	2586	900
Grp Volume(v), veh/h				777	0	0	22	321	302	557	406	391
Grp Sat Flow(s),veh/h/ln				1707	0	0	1781	1777	1645	1781	1777	1708
Q Serve(g_s), s				51.4	0.0	0.0	1.6	20.4	20.8	38.5	17.3	17.4
Cycle Q Clear(g_c), s				51.4	0.0	0.0	1.6	20.4	20.8	38.5	17.3	17.4
Prop In Lane				0.30		0.45	1.00		0.76	1.00		0.53
Lane Grp Cap(c), veh/h				675	0	0	75	515	477	528	976	939
V/C Ratio(X)				1.15	0.00	0.00	0.29	0.62	0.63	1.06	0.42	0.42
Avail Cap(c_a), veh/h				675	0	0	137	515	477	528	976	939
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	1.00	1.00	1.00	0.50	0.50	0.50
Uniform Delay (d), s/veh				39.3	0.0	0.0	60.4	40.0	40.1	45.8	17.1	17.1
Incr Delay (d2), s/veh				84.4	0.0	0.0	0.8	5.6	6.3	43.7	0.7	0.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				37.0	0.0	0.0	0.7	9.5	9.1	22.9	7.0	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				123.7	0.0	0.0	61.2	45.6	46.4	89.4	17.8	17.8
LnGrp LOS				F	A	A	E	D	D	F	B	B
Approach Vol, veh/h					777			645			1354	
Approach Delay, s/veh					123.7			46.5			47.3	
Approach LOS					F			D			D	

Timer - Assigned Phs	1	2		5	6		8					
Phs Duration (G+Y+Rc), s	11.1	78.7		44.8	45.0		57.7					
Change Period (Y+Rc), s	5.6	6.8		6.3	* 6.8		6.3					
Max Green Setting (Gmax), s	10.0	49.9		38.5	* 21		51.4					
Max Q Clear Time (g_c+I1), s	3.6	19.4		40.5	22.8		53.4					
Green Ext Time (p_c), s	0.0	5.3		0.0	0.0		0.0					

Intersection Summary	
HCM 6th Ctrl Delay	68.5
HCM 6th LOS	E

Notes

User approved ignoring U-Turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Casa De Oro — Existing AM

11: Campo Rd & SR-94 EB Ramps

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	196	5	571	0	0	0	180	282	0	0	1124	240
Future Volume (vph)	196	5	571	0	0	0	180	282	0	0	1124	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.3	4.5				5.6	6.3			6.3	6.3
Lane Util. Factor		1.00	1.00				1.00	0.95			0.95	1.00
Frt		1.00	0.85				1.00	1.00			1.00	0.85
Flt Protected		0.95	1.00				0.95	1.00			1.00	1.00
Satd. Flow (prot)		1776	1583				1770	3539			3539	1583
Flt Permitted		0.95	1.00				0.95	1.00			1.00	1.00
Satd. Flow (perm)		1776	1583				1770	3539			3539	1583
Peak-hour factor, PHF	0.81	0.81	0.81	0.92	0.92	0.92	0.75	0.75	0.75	0.92	0.92	0.92
Adj. Flow (vph)	242	6	705	0	0	0	240	376	0	0	1222	261
RTOR Reduction (vph)	0	0	49	0	0	0	0	0	0	0	0	124
Lane Group Flow (vph)	0	248	656	0	0	0	240	376	0	0	1222	137
Turn Type	Perm	NA	custom				Prot	NA			NA	Perm
Protected Phases		4	5				1	6			2	
Permitted Phases	4		4									2
Actuated Green, G (s)		23.5	51.1				20.8	41.8			47.5	47.5
Effective Green, g (s)		23.5	51.1				20.8	41.8			47.5	47.5
Actuated g/C Ratio		0.21	0.46				0.19	0.38			0.43	0.43
Clearance Time (s)		6.3	4.5				5.6	6.3			6.3	6.3
Vehicle Extension (s)		3.0	3.0				2.0	3.0			3.0	3.0
Lane Grp Cap (vph)		379	735				334	1344			1528	683
v/s Ratio Prot			c0.22				0.14	0.11			c0.35	
v/s Ratio Perm		0.14	0.19									0.09
v/c Ratio		0.65	0.89				0.72	0.28			0.80	0.20
Uniform Delay, d1		39.5	26.9				41.9	23.7			27.1	19.4
Progression Factor		1.00	1.00				1.00	1.00			1.00	1.00
Incremental Delay, d2		4.0	13.1				6.0	0.5			4.5	0.7
Delay (s)		43.6	40.1				47.9	24.2			31.6	20.1
Level of Service		D	D				D	C			C	C
Approach Delay (s)		41.0			0.0			33.4			29.6	
Approach LOS		D			A			C			C	

Intersection Summary			
HCM 2000 Control Delay	33.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	18.2
Intersection Capacity Utilization	67.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Casa De Oro — Existing AM
12: SR-94 WB Ramps & Agua Dulce Blvd

Intersection	
Int Delay, s/veh	110.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↰	↱
Traffic Vol, veh/h	202	0	0	334	314	60
Future Vol, veh/h	202	0	0	334	314	60
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	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	67	67	59	59
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	337	0	0	499	532	102

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	836	337
Stage 1	-	-	-	-	337	-
Stage 2	-	-	-	-	499	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	-	0	0	-	~ 337	705
Stage 1	-	0	0	-	723	-
Stage 2	-	0	0	-	610	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	~ 337	705
Mov Cap-2 Maneuver	-	-	-	-	~ 337	-
Stage 1	-	-	-	-	723	-
Stage 2	-	-	-	-	610	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	256
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBT
Capacity (veh/h)	337	705	-	-
HCM Lane V/C Ratio	1.579	0.144	-	-
HCM Control Delay (s)	$ 302.8	11	-	-
HCM Lane LOS	F	B	-	-
HCM 95th %tile Q(veh)	30.9	0.5	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Casa De Oro
1: Kenwood Dr & SR-94 EB Ramps

Existing PM

Intersection	
Intersection Delay, s/veh	31.5
Intersection LOS	D

Movement	WBL	WBR	SEL	SER	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations										
Traffic Vol, veh/h	0	0	4	204	0	427	210	81	462	0
Future Vol, veh/h	0	0	4	204	0	427	210	81	462	0
Peak Hour Factor	0.92	0.92	0.96	0.96	0.84	0.84	0.84	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	4	213	0	508	250	92	525	0
Number of Lanes	0	0	1	1	0	2	1	0	2	0

Approach	NE	SW
Opposing Approach	SW	NE
Opposing Lanes	2	3
Conflicting Approach Left	SE	
Conflicting Lanes Left	3	0
Conflicting Approach Right		SE
Conflicting Lanes Right	0	3
HCM Control Delay	24.3	49.4
HCM LOS	C	E

Lane	NELn1	NELn2	NELn3	SELn1	SELn2	SELn3	SWLn1	SWLn2
Vol Left, %	0%	0%	0%	100%	100%	0%	34%	0%
Vol Thru, %	100%	100%	0%	0%	0%	0%	66%	100%
Vol Right, %	0%	0%	100%	0%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	214	214	210	248	252	204	235	308
LT Vol	0	0	0	248	252	0	81	0
Through Vol	214	214	0	0	0	0	154	308
RT Vol	0	0	210	0	0	204	0	0
Lane Flow Rate	254	254	250	258	263	212	267	350
Geometry Grp	8	8	8	7	7	7	8	8
Degree of Util (X)	0.659	0.659	0.474	0.643	0.653	0.456	0.72	0.926
Departure Headway (Hd)	9.341	9.341	6.828	8.954	8.954	7.722	9.702	9.524
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	386	386	525	406	407	470	371	382
Service Time	7.112	7.112	4.599	6.654	6.654	5.422	7.478	7.301
HCM Lane V/C Ratio	0.658	0.658	0.476	0.635	0.646	0.451	0.72	0.916
HCM Control Delay	28.5	28.5	15.7	26.4	27	16.7	34	61.1
HCM Lane LOS	D	D	C	D	D	C	D	F
HCM 95th-tile Q	4.5	4.5	2.5	4.3	4.5	2.3	5.4	9.8

HCM 6th AWSC
2: Kenwood Dr & SR-94 WB Ramps 01/29/2020

Intersection	
Intersection Delay, s/veh	23.9
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	176	0	63	198	725	0	0	370	421
Future Vol, veh/h	0	0	0	176	0	63	198	725	0	0	370	421
Peak Hour Factor	0.96	0.96	0.96	0.89	0.89	0.89	0.92	0.92	0.92	0.98	0.98	0.98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	198	0	71	215	788	0	0	378	430
Number of Lanes	0	0	0	0	1	1	1	2	0	0	2	1

Approach	WB	NE	SW
Opposing Approach		SW	NE
Opposing Lanes	0	3	3
Conflicting Approach Left	NE		WB
Conflicting Lanes Left	3	0	2
Conflicting Approach Right	SW	WB	
Conflicting Lanes Right	3	2	0
HCM Control Delay	21.5	28.6	18.8
HCM LOS	C	D	C

Lane	NELn1	NELn2	NELn3	WBLn1	WBLn2	SWLn1	SWLn2	SWLn3
Vol Left, %	100%	0%	0%	100%	0%	0%	0%	0%
Vol Thru, %	0%	100%	100%	0%	0%	100%	100%	0%
Vol Right, %	0%	0%	0%	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	198	363	363	176	63	185	185	421
LT Vol	198	0	0	176	0	0	0	0
Through Vol	0	363	363	0	0	185	185	0
RT Vol	0	0	0	0	63	0	0	421
Lane Flow Rate	215	394	394	198	71	189	189	430
Geometry Grp	8	8	8	8	8	8	8	8
Degree of Util (X)	0.5	0.858	0.664	0.549	0.172	0.434	0.434	0.689
Departure Headway (Hd)	8.356	7.843	6.064	9.991	8.772	8.271	8.271	5.771
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	433	465	599	360	408	436	436	627
Service Time	6.082	5.569	3.79	7.768	6.548	5.999	5.999	3.499
HCM Lane V/C Ratio	0.497	0.847	0.658	0.55	0.174	0.433	0.433	0.686
HCM Control Delay	19.2	42.3	20	24.4	13.4	17.2	17.2	20.3
HCM Lane LOS	C	E	C	C	B	C	C	C
HCM 95th-tile Q	2.7	8.7	4.9	3.2	0.6	2.1	2.1	5.4

Casa De Oro
3: Kenwood Dr & Kendra Dr

Existing PM

Intersection	
Int Delay, s/veh	7.2

Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	129	36	673	113	18	660
Future Vol, veh/h	129	36	673	113	18	660
Conflicting Peds, #/hr	0	0	0	6	6	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	98	98	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	137	38	687	115	20	717

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1150	407	0	0	808	0
Stage 1	751	-	-	-	-	-
Stage 2	399	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	192	593	-	-	813	-
Stage 1	427	-	-	-	-	-
Stage 2	647	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	183	590	-	-	808	-
Mov Cap-2 Maneuver	183	-	-	-	-	-
Stage 1	424	-	-	-	-	-
Stage 2	620	-	-	-	-	-

Approach	WB	NE	SW
HCM Control Delay, s	69.1	0	0.4
HCM LOS	F		

Minor Lane/Major Mvmt	NET	NER	WBLn1	SWL	SWT
Capacity (veh/h)	-	-	215	808	-
HCM Lane V/C Ratio	-	-	0.816	0.024	-
HCM Control Delay (s)	-	-	69.1	9.6	0.2
HCM Lane LOS	-	-	F	A	A
HCM 95th %tile Q(veh)	-	-	6	0.1	-

Casa De Oro
4: Kenwood Dr & Campo Rd

Existing PM

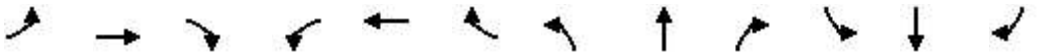
Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	349	108	553	191	103	612
Future Volume (vph)	349	108	553	191	103	612
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.1	4.0	4.1	5.1	4.4	4.1
Lane Util. Factor	0.95	1.00	0.97	1.00	1.00	0.88
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3539	1583	3433	1863	1770	2787
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	3539	1583	3433	1863	1770	2787
Peak-hour factor, PHF	0.95	0.95	0.97	0.97	0.96	0.96
Adj. Flow (vph)	367	114	570	197	107	638
RTOR Reduction (vph)	0	0	0	0	0	385
Lane Group Flow (vph)	367	114	570	197	107	253
Turn Type	NA	Free	Prot	NA	Prot	pm+ov
Protected Phases	6		5	2	3	5
Permitted Phases		Free				3
Actuated Green, G (s)	46.8	100.0	26.4	60.7	13.2	39.6
Effective Green, g (s)	46.8	100.0	26.4	60.7	13.2	39.6
Actuated g/C Ratio	0.47	1.00	0.26	0.61	0.13	0.40
Clearance Time (s)	5.1		4.1	5.1	4.4	4.1
Vehicle Extension (s)	2.0		2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	1656	1583	906	1130	233	1103
v/s Ratio Prot	c0.10		c0.17	0.11	c0.06	0.06
v/s Ratio Perm		0.07				0.03
v/c Ratio	0.22	0.07	0.63	0.17	0.46	0.23
Uniform Delay, d1	15.8	0.0	32.5	8.6	40.1	20.1
Progression Factor	1.00	1.00	1.50	0.38	1.00	1.00
Incremental Delay, d2	0.3	0.1	1.0	0.3	0.5	0.0
Delay (s)	16.1	0.1	49.6	3.6	40.6	20.1
Level of Service	B	A	D	A	D	C
Approach Delay (s)	12.3			37.8	23.0	
Approach LOS	B			D	C	

Intersection Summary			
HCM 2000 Control Delay	26.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	42.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Casa De Oro
5: Campo Rd & Conrad Dr

Existing PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	135	819	15	14	584	52	0	0	12	79	13	157
Future Volume (vph)	135	819	15	14	584	52	0	0	12	79	13	157
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.1	5.1		5.1	5.1				5.1		5.8	4.1
Lane Util. Factor	1.00	0.95		1.00	0.95				1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00				1.00		1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00				1.00		1.00	1.00
Frt	1.00	1.00		1.00	0.99				0.86		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00				1.00		0.96	1.00
Satd. Flow (prot)	1770	3528		1770	3492				1611		1786	1583
Flt Permitted	0.95	1.00		0.17	1.00				1.00		0.96	1.00
Satd. Flow (perm)	1770	3528		321	3492				1611		1786	1583
Peak-hour factor, PHF	0.93	0.93	0.93	0.96	0.96	0.96	0.75	0.75	0.75	0.93	0.93	0.93
Adj. Flow (vph)	145	881	16	15	608	54	0	0	16	85	14	169
RTOR Reduction (vph)	0	1	0	0	5	0	0	0	6	0	0	128
Lane Group Flow (vph)	145	896	0	15	657	0	0	0	10	0	99	41
Confl. Bikes (#/hr)			1			1						
Turn Type	Prot	NA		Perm	NA				Perm	Split	NA	pm+ov
Protected Phases	1	6			2					7	7	1
Permitted Phases				2					2			7
Actuated Green, G (s)	12.5	46.8		60.7	60.7				60.7		11.8	24.3
Effective Green, g (s)	12.5	46.8		60.7	60.7				60.7		11.8	24.3
Actuated g/C Ratio	0.12	0.47		0.61	0.61				0.61		0.12	0.24
Clearance Time (s)	4.1	5.1		5.1	5.1				5.1		5.8	4.1
Vehicle Extension (s)	2.0	2.0		2.0	2.0				2.0		2.0	2.0
Lane Grp Cap (vph)	221	1651		194	2119				977		210	384
v/s Ratio Prot	c0.08	c0.25			c0.19						c0.06	0.01
v/s Ratio Perm				0.05					0.01			0.01
v/c Ratio	0.66	0.54		0.08	0.31				0.01		0.47	0.11
Uniform Delay, d1	41.7	19.0		8.1	9.5				7.8		41.2	29.4
Progression Factor	1.11	0.77		0.65	0.67				1.00		1.00	1.00
Incremental Delay, d2	5.1	1.2		0.8	0.4				0.0		0.6	0.0
Delay (s)	51.3	15.9		6.0	6.7				7.8		41.8	29.5
Level of Service	D	B		A	A				A		D	C
Approach Delay (s)		20.9			6.7			7.8			34.0	
Approach LOS		C			A			A			C	

Intersection Summary			
HCM 2000 Control Delay	17.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	46.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Casa De Oro
6: Bonita St & Campo Rd

Existing PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	675	55	23	493	19	74	15	54	33	18	40
Future Volume (veh/h)	41	675	55	23	493	19	74	15	54	33	18	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	45	734	60	24	514	20	85	17	62	52	29	63
Peak Hour Factor	0.92	0.92	0.92	0.96	0.96	0.96	0.87	0.87	0.87	0.63	0.63	0.63
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	57	2346	192	35	2413	94	147	31	75	111	60	95
Arrive On Green	0.06	1.00	1.00	0.02	0.69	0.69	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1781	3326	272	1781	3484	135	673	225	545	449	438	690
Grp Volume(v), veh/h	45	392	402	24	262	272	164	0	0	144	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1821	1781	1777	1843	1443	0	0	1578	0	0
Q Serve(g_s), s	2.5	0.0	0.0	1.3	5.3	5.3	2.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.5	0.0	0.0	1.3	5.3	5.3	11.1	0.0	0.0	8.5	0.0	0.0
Prop In Lane	1.00		0.15	1.00		0.07	0.52		0.38	0.36		0.44
Lane Grp Cap(c), veh/h	57	1253	1284	35	1230	1276	253	0	0	266	0	0
V/C Ratio(X)	0.79	0.31	0.31	0.69	0.21	0.21	0.65	0.00	0.00	0.54	0.00	0.00
Avail Cap(c_a), veh/h	287	1253	1284	287	1230	1276	604	0	0	635	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.83	0.99	0.99	0.99	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	46.4	0.0	0.0	48.7	5.5	5.5	41.9	0.0	0.0	40.8	0.0	0.0
Incr Delay (d2), s/veh	7.1	0.5	0.5	8.7	0.4	0.4	1.0	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.2	0.2	0.7	1.8	1.9	4.0	0.0	0.0	3.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.6	0.5	0.5	57.4	5.9	5.9	42.9	0.0	0.0	41.4	0.0	0.0
LnGrp LOS	D	A	A	E	A	A	D	A	A	D	A	A
Approach Vol, veh/h		839			558			164			144	
Approach Delay, s/veh		3.4			8.1			42.9			41.4	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.0	75.6		18.3	7.3	74.3		18.3				
Change Period (Y+Rc), s	4.1	5.1		4.6	4.1	5.1		4.6				
Max Green Setting (Gmax), s	16.1	32.1		38.0	16.1	32.1		38.0				
Max Q Clear Time (g_c+I1), s	3.3	2.0		10.5	4.5	7.3		13.1				
Green Ext Time (p_c), s	0.0	3.2		0.6	0.0	2.0		0.7				

Intersection Summary												
HCM 6th Ctrl Delay			12.0									
HCM 6th LOS			B									

Casa De Oro — Existing PM

7: Barcelona St & Campo Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	494	236	57	363	20	147	9	63	22	26	22
Future Volume (veh/h)	10	494	236	57	363	20	147	9	63	22	26	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	509	243	59	374	21	156	10	67	29	34	29
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.94	0.94	0.94	0.76	0.76	0.76
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	17	1513	720	76	2329	130	242	13	79	120	137	96
Arrive On Green	0.02	1.00	1.00	0.04	0.68	0.68	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1781	2336	1111	1781	3421	191	986	71	427	396	741	523
Grp Volume(v), veh/h	10	387	365	59	194	201	233	0	0	92	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1670	1781	1777	1836	1484	0	0	1659	0	0
Q Serve(g_s), s	0.6	0.0	0.0	3.3	3.9	3.9	10.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.6	0.0	0.0	3.3	3.9	3.9	15.0	0.0	0.0	4.5	0.0	0.0
Prop In Lane	1.00		0.66	1.00		0.10	0.67		0.29	0.32		0.32
Lane Grp Cap(c), veh/h	17	1151	1082	76	1210	1250	334	0	0	353	0	0
V/C Ratio(X)	0.58	0.34	0.34	0.77	0.16	0.16	0.70	0.00	0.00	0.26	0.00	0.00
Avail Cap(c_a), veh/h	287	1151	1082	287	1210	1250	611	0	0	661	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	48.8	0.0	0.0	47.4	5.7	5.7	39.1	0.0	0.0	35.1	0.0	0.0
Incr Delay (d2), s/veh	10.4	0.8	0.8	6.1	0.0	0.0	2.6	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.2	0.2	1.6	1.3	1.3	5.8	0.0	0.0	2.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.3	0.8	0.8	53.5	5.7	5.7	41.8	0.0	0.0	35.5	0.0	0.0
LnGrp LOS	E	A	A	D	A	A	D	A	A	D	A	A
Approach Vol, veh/h		762			454			233			92	
Approach Delay, s/veh		1.6			11.9			41.8			35.5	
Approach LOS		A			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	69.4		22.6	4.7	72.7		22.6				
Change Period (Y+Rc), s	3.7	4.6		* 4.2	3.7	4.6		* 4.2				
Max Green Setting (Gmax), s	16.1	33.4		* 38	16.1	33.4		* 38				
Max Q Clear Time (g_c+I1), s	5.3	2.0		6.5	2.6	5.9		17.0				
Green Ext Time (p_c), s	0.0	3.2		0.5	0.0	1.4		1.4				

Intersection Summary		
HCM 6th Ctrl Delay		12.7
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Casa De Oro
8: Cordoba Ave & Campo Rd

Existing PM

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	60	527	17	27	365	28	10	4	20	33	11	49
Future Vol, veh/h	60	527	17	27	365	28	10	4	20	33	11	49
Conflicting Peds, #/hr	3	0	13	13	0	3	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	50	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	96	96	96	77	77	77	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	65	573	18	28	380	29	13	5	26	42	14	63

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	412	0	0	604	0	0	978	1193	309	873	1188	208
Stage 1	-	-	-	-	-	-	725	725	-	454	454	-
Stage 2	-	-	-	-	-	-	253	468	-	419	734	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1143	-	-	970	-	-	205	186	687	244	187	798
Stage 1	-	-	-	-	-	-	383	428	-	555	568	-
Stage 2	-	-	-	-	-	-	729	560	-	582	424	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1140	-	-	958	-	-	163	168	678	214	169	796
Mov Cap-2 Maneuver	-	-	-	-	-	-	163	168	-	214	169	-
Stage 1	-	-	-	-	-	-	357	399	-	522	550	-
Stage 2	-	-	-	-	-	-	635	542	-	521	395	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.6	19.2	21.9
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	297	1140	-	-	958	-	-	331
HCM Lane V/C Ratio	0.149	0.057	-	-	0.029	-	-	0.36
HCM Control Delay (s)	19.2	8.3	-	-	8.9	-	-	21.9
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.5	0.2	-	-	0.1	-	-	1.6

Casa De Oro — Existing PM

9: Granada Ave & Campo Rd & Casa De Oro Blvd

Movement	EBL2	EBL	EBR	EBR2	NBL	NBT	NBR	NBR2	SBL	SBT	SBR	NWL2
Lane Configurations												
Traffic Volume (vph)	3	83	474	9	13	1	7	49	29	3	9	19
Future Volume (vph)	3	83	474	9	13	1	7	49	29	3	9	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.4	5.3			4.2				4.2		4.4
Lane Util. Factor		1.00	0.88			1.00				1.00		1.00
Frpb, ped/bikes		1.00	1.00			1.00				1.00		1.00
Flpb, ped/bikes		1.00	1.00			1.00				1.00		1.00
Frt		1.00	0.85			0.89				0.97		1.00
Flt Protected		0.95	1.00			0.99				0.97		0.95
Satd. Flow (prot)		1770	2787			1645				1746		1770
Flt Permitted		0.95	1.00			0.92				0.38		0.95
Satd. Flow (perm)		1770	2787			1526				686		1770
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.80	0.80	0.80	0.80	0.60	0.60	0.60	0.92
Adj. Flow (vph)	3	88	504	10	16	1	9	61	48	5	15	21
RTOR Reduction (vph)	0	0	78	0	0	57	0	0	0	9	0	0
Lane Group Flow (vph)	0	91	436	0	0	30	0	0	0	59	0	21
Confl. Bikes (#/hr)				3								
Turn Type	Prot	Prot	Prot		Perm	NA			Perm	NA		Prot
Protected Phases	5	5	2			8				4		1
Permitted Phases					8				4			
Actuated Green, G (s)		8.4	29.1			4.4				10.9		1.7
Effective Green, g (s)		8.4	29.1			4.4				10.9		1.7
Actuated g/C Ratio		0.11	0.39			0.06				0.14		0.02
Clearance Time (s)		4.4	5.3			4.2				4.2		4.4
Vehicle Extension (s)		4.0	4.0			1.0				1.0		1.0
Lane Grp Cap (vph)		197	1078			89				99		40
v/s Ratio Prot		c0.05	c0.16									0.01
v/s Ratio Perm						c0.02				c0.09		
v/c Ratio		0.46	0.40			0.33				0.59		0.53
Uniform Delay, d1		31.3	16.8			34.0				30.1		36.4
Progression Factor		1.00	1.00			1.00				1.00		1.00
Incremental Delay, d2		2.3	0.3			0.8				6.2		5.6
Delay (s)		33.6	17.1			34.8				36.2		42.0
Level of Service		C	B			C				D		D
Approach Delay (s)		19.6				34.8				36.2		
Approach LOS		B				C				D		

Intersection Summary			
HCM 2000 Control Delay	23.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	75.2	Sum of lost time (s)	22.3
Intersection Capacity Utilization	43.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Casa De Oro — Existing PM

9: Granada Ave & Campo Rd & Casa De Oro Blvd

Movement	NWL	NWR	NWR2	SWL2	SWL	SWR	SWR2
Lane Configurations							
Traffic Volume (vph)	312	11	44	39	5	78	4
Future Volume (vph)	312	11	44	39	5	78	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.3				4.2	4.2	
Lane Util. Factor	0.97				1.00	0.95	
Frpb, ped/bikes	1.00				1.00	1.00	
Flpb, ped/bikes	1.00				1.00	1.00	
Frt	0.98				0.95	0.85	
Flt Protected	0.96				0.97	1.00	
Satd. Flow (prot)	3388				1715	1504	
Flt Permitted	0.96				0.97	1.00	
Satd. Flow (perm)	3388				1715	1504	
Peak-hour factor, PHF	0.92	0.92	0.92	0.77	0.77	0.77	0.77
Adj. Flow (vph)	339	12	48	51	6	101	5
RTOR Reduction (vph)	117	0	0	0	0	72	0
Lane Group Flow (vph)	282	0	0	0	84	7	0
Confl. Bikes (#/hr)							
Turn Type	Prot			Perm	Prot	Prot	
Protected Phases	6				3	3	
Permitted Phases				3			
Actuated Green, G (s)	22.4				6.8	6.8	
Effective Green, g (s)	22.4				6.8	6.8	
Actuated g/C Ratio	0.30				0.09	0.09	
Clearance Time (s)	5.3				4.2	4.2	
Vehicle Extension (s)	2.0				1.0	1.0	
Lane Grp Cap (vph)	1009				155	136	
v/s Ratio Prot	0.08					0.00	
v/s Ratio Perm					0.05		
v/c Ratio	0.28				0.54	0.05	
Uniform Delay, d1	20.2				32.7	31.3	
Progression Factor	1.00				1.00	1.00	
Incremental Delay, d2	0.1				2.1	0.1	
Delay (s)	20.3				34.8	31.3	
Level of Service	C				C	C	
Approach Delay (s)	21.4				33.1		
Approach LOS	C				C		

Intersection Summary

Casa De Oro — Existing PM

10: Campo Rd/Campo Rd & SR-94 WB Ramps/Agua Dulce Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEU	SEL	SET	SER	NWL	NWT
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	201	63	155	2	8	443	126	519	273
Future Volume (veh/h)	0	0	0	201	63	155	2	8	443	126	519	273
Initial Q (Qb), veh				0	0	0		0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00		1.00		1.00	1.00	
Parking Bus, Adj				1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No				No			No
Adj Sat Flow, veh/h/ln				1900	1870	1900		1870	1870	1870	1870	1870
Adj Flow Rate, veh/h				242	76	187		9	509	145	558	294
Peak Hour Factor				0.83	0.83	0.83		0.87	0.87	0.87	0.93	0.93
Percent Heavy Veh, %				0	2	0		2	2	2	2	2
Cap, veh/h				262	82	202		38	608	172	530	1398
Arrive On Green				0.32	0.32	0.32		0.02	0.22	0.22	0.30	0.50
Sat Flow, veh/h				822	258	635		1781	2733	775	1781	2772
Grp Volume(v), veh/h				505	0	0		9	330	324	558	187
Grp Sat Flow(s),veh/h/ln				1715	0	0		1781	1777	1731	1781	1777
Q Serve(g_s), s				34.1	0.0	0.0		0.6	21.3	21.5	35.7	7.0
Cycle Q Clear(g_c), s				34.1	0.0	0.0		0.6	21.3	21.5	35.7	7.0
Prop In Lane				0.48		0.37		1.00		0.45	1.00	
Lane Grp Cap(c), veh/h				546	0	0		38	395	385	530	896
V/C Ratio(X)				0.92	0.00	0.00		0.23	0.84	0.84	1.05	0.21
Avail Cap(c_a), veh/h				629	0	0		148	395	385	530	896
HCM Platoon Ratio				1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00		1.00	1.00	1.00	0.77	0.77
Uniform Delay (d), s/veh				39.5	0.0	0.0		57.7	44.6	44.6	42.2	16.5
Incr Delay (d2), s/veh				18.2	0.0	0.0		1.1	18.5	19.5	49.1	0.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				17.0	0.0	0.0		0.3	11.2	11.1	22.4	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				57.7	0.0	0.0		58.9	63.0	64.2	91.2	16.9
LnGrp LOS				E	A	A		E	E	E	F	B
Approach Vol, veh/h					505				663			932
Approach Delay, s/veh					57.7				63.5			61.4
Approach LOS					E				E			E

Timer - Assigned Phs	1	2		5	6		8					
Phs Duration (G+Y+Rc), s	8.2	67.3		42.0	33.5		44.5					
Change Period (Y+Rc), s	5.6	6.8		6.3	* 6.8		6.3					
Max Green Setting (Gmax), s	10.0	47.3		35.7	* 21		44.0					
Max Q Clear Time (g_c+I1), s	2.6	9.2		37.7	23.5		36.1					
Green Ext Time (p_c), s	0.0	2.2		0.0	0.0		2.1					

Intersection Summary	
HCM 6th Ctrl Delay	61.2
HCM 6th LOS	E

Notes

User approved ignoring U-Turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Casa De Oro
Existing PM
10: Campo Rd/Campo Rd & SR-94 WB Ramps/Agua Dulce Blvd

Movement	NWR
Lane Configurations	
Traffic Volume (veh/h)	74
Future Volume (veh/h)	74
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1870
Adj Flow Rate, veh/h	80
Peak Hour Factor	0.93
Percent Heavy Veh, %	2
Cap, veh/h	374
Arrive On Green	0.50
Sat Flow, veh/h	741
Grp Volume(v), veh/h	187
Grp Sat Flow(s),veh/h/ln	1737
Q Serve(g_s), s	7.2
Cycle Q Clear(g_c), s	7.2
Prop In Lane	0.43
Lane Grp Cap(c), veh/h	876
V/C Ratio(X)	0.21
Avail Cap(c_a), veh/h	876
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.77
Uniform Delay (d), s/veh	16.5
Incr Delay (d2), s/veh	0.4
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	2.9
Unsig. Movement Delay, s/veh	
LnGrp Delay(d),s/veh	17.0
LnGrp LOS	B
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Casa De Oro
11: Campo Rd & SR-94 EB Ramps

Existing PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	139	1	800	0	0	0	189	456	0	0	722	208
Future Volume (vph)	139	1	800	0	0	0	189	456	0	0	722	208
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.3	5.1				5.6	6.3			6.3	6.3
Lane Util. Factor		1.00	1.00				1.00	0.95			0.95	1.00
Frt		1.00	0.85				1.00	1.00			1.00	0.85
Flt Protected		0.95	1.00				0.95	1.00			1.00	1.00
Satd. Flow (prot)		1775	1583				1770	3539			3539	1583
Flt Permitted		0.95	1.00				0.95	1.00			1.00	1.00
Satd. Flow (perm)		1775	1583				1770	3539			3539	1583
Peak-hour factor, PHF	0.97	0.97	0.97	0.92	0.92	0.92	0.96	0.96	0.96	0.89	0.89	0.89
Adj. Flow (vph)	143	1	825	0	0	0	197	475	0	0	811	234
RTOR Reduction (vph)	0	0	35	0	0	0	0	0	0	0	0	144
Lane Group Flow (vph)	0	144	790	0	0	0	197	475	0	0	811	90
Turn Type	Perm	NA	custom				Prot	NA			NA	Perm
Protected Phases		4	5				1	6			2	
Permitted Phases	4		4									2
Actuated Green, G (s)		17.4	45.3				19.9	27.0			34.5	34.5
Effective Green, g (s)		17.4	45.3				19.9	27.0			34.5	34.5
Actuated g/C Ratio		0.19	0.50				0.22	0.30			0.38	0.38
Clearance Time (s)		6.3	5.1				5.6	6.3			6.3	6.3
Vehicle Extension (s)		3.0	2.0				2.0	3.0			3.0	3.0
Lane Grp Cap (vph)		343	796				391	1061			1356	606
v/s Ratio Prot			c0.31				0.11	0.13			c0.23	
v/s Ratio Perm		0.08	0.19									0.06
v/c Ratio		0.42	0.99				0.50	0.45			0.60	0.15
Uniform Delay, d1		31.9	22.2				30.7	25.5			22.2	18.1
Progression Factor		1.00	1.00				1.00	1.00			1.00	1.00
Incremental Delay, d2		0.8	29.8				0.4	1.4			2.0	0.5
Delay (s)		32.7	51.9				31.1	26.8			24.2	18.7
Level of Service		C	D				C	C			C	B
Approach Delay (s)		49.1			0.0			28.1			22.9	
Approach LOS		D			A			C			C	

Intersection Summary			
HCM 2000 Control Delay	33.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.2
Intersection Capacity Utilization	71.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Casa De Oro — Existing PM
12: SR-94 WB Ramps & Agua Dulce Blvd

Intersection	
Int Delay, s/veh	8.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	81	0	0	107	316	14
Future Vol, veh/h	81	0	0	107	316	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	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	72	72	67	67	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	113	0	0	160	340	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	273	113
Stage 1	-	-	-	-	113	-
Stage 2	-	-	-	-	160	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	-	0	0	-	716	940
Stage 1	-	0	0	-	912	-
Stage 2	-	0	0	-	869	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	716	940
Mov Cap-2 Maneuver	-	-	-	-	716	-
Stage 1	-	-	-	-	912	-
Stage 2	-	-	-	-	869	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	14.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBT
Capacity (veh/h)	716	940	-	-
HCM Lane V/C Ratio	0.475	0.016	-	-
HCM Control Delay (s)	14.5	8.9	-	-
HCM Lane LOS	B	A	-	-
HCM 95th %tile Q(veh)	2.6	0	-	-

Michael Baker
INTERNATIONAL

Attachment F: Parking Utilization Worksheets

On-Street Parking Utilization

Parking Zone	Street	Segment	Side-of-Street	Inventory		10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM
01	San Juan St	School Driveway to Bonita St.	North	7	Occupancy	3	5	5	4	4	4	3
					Percent	42.9%	71.4%	71.4%	57.1%	57.1%	57.1%	42.9%
		Conrad Dr. to 180' East of Conrad Dr.	South	9	Occupancy	6	8	8	7	8	8	7
					Percent	66.7%	88.9%	88.9%	77.8%	88.9%	88.9%	77.8%
02	Dolores St	Barcelona St. to Cordoba Ave.	North	10	Occupancy	9	9	10	10	10	9	9
					Percent	90.0%	90.0%	100.0%	100.0%	100.0%	90.0%	90.0%
			South	10	Occupancy	3	3	7	8	9	7	8
					Percent	30.0%	30.0%	70.0%	80.0%	90.0%	70.0%	80.0%
03	Dolores St	Cordoba Ave. to Granada Ave.	North	8	Occupancy	4	4	4	4	5	5	6
					Percent	50.0%	50.0%	50.0%	50.0%	62.5%	62.5%	75.0%
			South	8	Occupancy	4	4	4	4	4	4	4
					Percent	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
04	Conrad Dr	San Juan St. to Campo Rd.	East	7	Occupancy	4	5	5	4	5	5	5
					Percent	57.1%	71.4%	71.4%	57.1%	71.4%	71.4%	71.4%
			West	6	Occupancy	2	4	4	4	4	3	2
					Percent	33.3%	66.7%	66.7%	66.7%	66.7%	50.0%	33.3%
05	Bonita St	San Juan St. to Campo Rd.	East	7	Occupancy	3	3	3	4	5	5	4
					Percent	42.9%	42.9%	42.9%	57.1%	71.4%	71.4%	57.1%
			West	10	Occupancy	3	5	5	4	3	3	4
					Percent	30.0%	50.0%	50.0%	40.0%	30.0%	30.0%	40.0%
06	Bonita St	Campo Rd. to Dolores St.	East	5	Occupancy	4	5	5	5	5	5	4
					Percent	80.0%	100.0%	100.0%	100.0%	100.0%	100.0%	80.0%
			West	8	Occupancy	6	6	6	5	5	5	5
					Percent	75.0%	75.0%	75.0%	62.5%	62.5%	62.5%	62.5%
07	Barcelona St	San Juan St. to Campo Rd.	East	7	Occupancy	6	7	6	4	4	4	3
					Percent	85.7%	100.0%	85.7%	57.1%	57.1%	57.1%	42.9%
			West	7	Occupancy	3	4	4	3	3	3	4
					Percent	42.9%	57.1%	57.1%	42.9%	42.9%	42.9%	57.1%
08	Barcelona St	Campo Rd. to Dolores St.	East	5	Occupancy	5	5	4	3	3	4	4
					Percent	100.0%	100.0%	80.0%	60.0%	60.0%	80.0%	80.0%
			West	6	Occupancy	6	6	5	5	5	5	5
					Percent	100.0%	100.0%	83.3%	83.3%	83.3%	83.3%	83.3%
09	Cordoba Ave	San Juan St. to Campo Rd.	East	8	Occupancy	1	1	2	2	2	2	1
					Percent	12.5%	12.5%	25.0%	25.0%	25.0%	25.0%	12.5%
			West	5	Occupancy	0	0	0	0	1	1	0
					Percent	0.0%	0.0%	0.0%	0.0%	20.0%	20.0%	0.0%
10	Cordoba Ave	Campo Rd. to Dolores St.	East	6	Occupancy	6	6	5	4	4	5	3
					Percent	100.0%	100.0%	83.3%	66.7%	66.7%	83.3%	50.0%
			West	8	Occupancy	4	4	3	4	3	4	2
					Percent	50.0%	50.0%	37.5%	50.0%	37.5%	50.0%	25.0%
11	Granda Ave	San Juan St. to Campo Rd.	East	8	Occupancy	6	6	7	8	8	7	6
					Percent	75.0%	75.0%	87.5%	100.0%	100.0%	87.5%	75.0%
			West	5	Occupancy	3	3	4	4	2	2	2
					Percent	60.0%	60.0%	80.0%	80.0%	40.0%	40.0%	40.0%
12	Granda Ave	Campo Rd. to Dolores St.	East	8	Occupancy	1	1	1	0	0	1	0
					Percent	12.5%	12.5%	12.5%	0.0%	0.0%	12.5%	0.0%
			West	7	Occupancy	0	0	1	0	0	0	0
					Percent	0.0%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%

Total On-Street Inventory	175	Total Occupancy	92	104	108	100	102	101	91
		Total Utilization	52.6%	59.4%	61.7%	57.1%	58.3%	57.7%	52.0%

> 85%
70% - 85%
55% - 70%
< 55%

Off-Street Parking Utilization

Parking Zone	Type	Inventory		10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM
13	Regular	11	Total Occupancy	3	2	2	4	4	3	5
			Percent	27.3%	18.2%	18.2%	36.4%	36.4%	27.3%	45.5%
14	Regular	11	Total Occupancy	3	4	2	4	4	4	5
			Percent	27.3%	36.4%	18.2%	36.4%	36.4%	36.4%	45.5%
15	Regular	103		20	25	35	26	27	17	21
	Handicap	4		0	0	1	1	0	0	0
	Handicap Van	2		0	0	1	1	0	0	0
	Total Inventory	109	Total Occupancy	20	25	37	28	27	17	21
			Percent	18.3%	22.9%	33.9%	25.7%	24.8%	15.6%	19.3%
16	Regular	24		3	3	1	2	4	4	6
	Handicap Van	1		0	0	0	0	0	0	0
	Total Inventory	25	Total Occupancy	3	3	1	2	4	4	6
			Percent	12.0%	12.0%	4.0%	8.0%	16.0%	16.0%	24.0%
17	Regular	9		4	6	8	8	5	9	6
	Handicap	1		0	1	1	0	0	0	0
	Round Table	8		2	3	6	6	3	4	4
	Customer Only	2		1	1	2	2	2	1	1
	Patient/Customer	5		5	3	3	5	5	5	5
	Total Inventory	25	Total Occupancy	12	14	20	21	15	19	16
			Percent	48.0%	56.0%	80.0%	84.0%	60.0%	76.0%	64.0%
18	Regular	27		14	14	14	13	11	6	5
	Handicap	1		0	0	0	0	0	0	0
	Reserved for Pastor	1		0	0	1	1	0	0	0
	Total Inventory	29	Total Occupancy	14	14	15	14	11	6	5
			Percent	48.3%	48.3%	51.7%	48.3%	37.9%	20.7%	17.2%
19	Regular	34		19	22	19	21	19	25	23
	Handicap	1		0	0	0	0	0	0	0
	Handicap Van	1		0	0	0	0	0	0	0
	Total Inventory	36	Total Occupancy	19	22	19	21	19	25	23
			Percent	52.8%	61.1%	52.8%	58.3%	52.8%	69.4%	63.9%
20	Regular	15		10	10	8	5	7	9	4
	Handicap Van	1		1	0	0	0	0	0	0
	Total Inventory	16	Total Occupancy	11	10	8	5	7	9	4
			Percent	68.8%	62.5%	50.0%	31.3%	43.8%	56.3%	25.0%
21	Regular	33		9	7	16	6	7	7	8
	Handicap	1		0	0	0	0	0	0	0
	Handicap Van	1		0	1	0	0	0	0	1
	Total Inventory	35	Total Occupancy	9	8	16	6	7	7	9
			Percent	25.7%	22.9%	45.7%	17.1%	20.0%	20.0%	25.7%
22	Regular	10		1	1	2	1	1	1	0
	Handicap Van	1		0	0	0	0	0	0	0
	Total Inventory	11	Total Occupancy	1	1	2	1	1	1	0
			Percent	9.1%	9.1%	18.2%	9.1%	9.1%	9.1%	0.0%
23	Regular	2		1	2	1	0	1	2	1
	Handicap Van	1		0	0	0	0	0	0	0
	Total Inventory	3	Total Occupancy	1	2	1	0	1	2	1
			Percent	33.3%	66.7%	33.3%	0.0%	33.3%	66.7%	33.3%
24	Regular	69		15	19	22	22	28	30	28
	Handicap	2		0	1	0	0	1	0	0
	Handicap Van	2		0	1	0	0	0	1	1
	Total Inventory	73	Total Occupancy	15	21	22	22	29	31	29
			Percent	20.5%	28.8%	30.1%	30.1%	39.7%	42.5%	39.7%
25	Regular	117		32	36	31	45	36	43	43
	Handicap	3		0	0	1	1	0	1	0
	Handicap Van	3		0	1	0	0	0	0	1
	Total Inventory	123	Total Occupancy	32	37	32	46	36	44	44
			Percent	26.0%	30.1%	26.0%	37.4%	29.3%	35.8%	35.8%
26	Regular	5	Total Occupancy	0	0	0	0	0	0	0
			Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
27	Unmarked Spaces	(1)		0	0	0	1	1	1	1

Off-Street Parking Utilization

Parking Zone	Type	Inventory		10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM
28	Regular	49		23	24	24	24	24	22	21
	Handicap	1		0	0	0	0	0	0	0
	Handicap Van	1		0	0	0	0	0	0	0
	Total Inventory	51	Total Occupancy	23	24	24	24	24	22	21
			Percent	45.1%	47.1%	47.1%	47.1%	47.1%	43.1%	41.2%
29	Regular	16	Total Occupancy	14	15	15	16	14	15	13
			Percent	87.5%	93.8%	93.8%	100.0%	87.5%	93.8%	81.3%
30	Regular	54	Total Occupancy	5	6	6	6	6	5	5
			Percent	9.3%	11.1%	11.1%	11.1%	11.1%	9.3%	9.3%
31	Regular	89		40	48	45	38	26	23	27
	Handicap	8		1	2	3	4	3	3	2
	Veteran Parking	1		0	1	0	0	1	1	0
	Family Parking	1		1	0	0	1	1	1	1
	15 Min (Green)	10		2	1	3	2	4	3	3
	Total Inventory	109	Total Occupancy	44	52	51	45	35	31	33
			Percent	40.4%	47.7%	46.8%	41.3%	32.1%	28.4%	30.3%
32	Regular	10		2	3	4	4	5	5	4
	Handicap Van	1		0	0	0	0	0	0	0
	Total Inventory	11	Total Occupancy	2	3	4	4	5	5	4
			Percent	18.2%	27.3%	36.4%	36.4%	45.5%	45.5%	36.4%
33	Regular	130		43	55	68	71	85	75	61
	Handicap	3		0	0	0	2	3	2	1
	Handicap Van	1		0	0	0	1	1	0	0
	Total Inventory	134	Total Occupancy	43	55	68	74	89	77	62
			Percent	32.1%	41.0%	50.7%	55.2%	66.4%	57.5%	46.3%
34	Regular	20	Total Occupancy	10	11	11	10	10	10	8
			Percent	50.0%	55.0%	55.0%	50.0%	50.0%	50.0%	40.0%
35	Regular	59		21	27	31	33	35	32	24
	Handicap	5		1	2	2	3	3	2	2
	Handicap Van	1		0	1	1	0	0	0	0
	Total Inventory	65	Total Occupancy	22	30	34	36	38	34	26
			Percent	33.8%	46.2%	52.3%	55.4%	58.5%	52.3%	40.0%
36	Regular	109		47	58	59	62	64	61	53
	Handicap	1		0	0	1	0	0	0	0
	Handicap Van	1		0	0	0	0	0	0	0
	Total Inventory	111	Total Occupancy	47	58	60	62	64	61	53
			Percent	42.3%	52.3%	54.1%	55.9%	57.7%	55.0%	47.7%
37	Regular	4		1	2	2	1	2	2	1
	Handicap Van	1		0	0	0	0	0	0	0
	Total Inventory	5	Total Occupancy	1	2	2	1	2	2	1
			Percent	20.0%	40.0%	40.0%	20.0%	40.0%	40.0%	20.0%
38	Regular	2		2	1	1	2	2	2	1
	Unmarked Spaces	(2)		3	4	4	4	5	4	4
	Total Inventory	2	Total Occupancy	5	5	5	6	7	6	5
			Percent	250.0%	250.0%	250.0%	300.0%	350.0%	300.0%	250.0%
39	Regular	35		6	8	10	12	14	15	13
	Handicap	1		0	0	1	0	0	0	0
	Handicap Van	1		0	0	0	0	0	0	0
	Total Inventory	37	Total Occupancy	6	8	11	12	14	15	13
			Percent	16.2%	21.6%	29.7%	32.4%	37.8%	40.5%	35.1%
40	Regular	50	Total Occupancy	7	7	7	6	7	7	6
			Percent	14.0%	14.0%	14.0%	12.0%	14.0%	14.0%	12.0%
41	Regular	118		36	45	49	51	42	38	39
	Handicap	7		0	0	0	1	1	2	1
	20 Min (Green)	45		16	23	25	28	29	29	26
	Total Inventory	170	Total Occupancy	52	68	74	80	72	69	66
			Percent	30.6%	40.0%	43.5%	47.1%	42.4%	40.6%	38.8%
42	Regular	8	Total Occupancy	3	4	4	4	5	5	4
			Percent	37.5%	50.0%	50.0%	50.0%	62.5%	62.5%	50.0%
43	Regular	31		8	10	9	7	6	6	7
	Handicap	1		0	0	0	1	1	0	0
	Total Inventory	32	Total Occupancy	8	10	9	8	7	6	7
			Percent	25.0%	31.3%	28.1%	25.0%	21.9%	18.8%	21.9%

Off-Street Parking Utilization

Parking Zone	Type	Inventory		10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM
44	Regular	22		7	10	9	6	5	7	6
	Handicap	2		0	0	0	1	2	1	1
	Handicap Van	1		0	0	0	1	0	0	0
	Total Inventory	25	Total Occupancy	7	10	9	8	7	8	7
			Percent	28.0%	40.0%	36.0%	32.0%	28.0%	32.0%	28.0%
45	Regular	15		3	4	9	12	15	14	11
	Handicap	2		0	0	0	1	0	0	0
	Handicap Van	1		0	0	0	1	1	1	0
	La Posas	6		3	4	4	5	6	6	5
	Pawn Shop (Green)	4		0	0	0	0	0	0	0
	Total Inventory	28	Total Occupancy	6	8	13	19	22	21	16
			Percent	21.4%	28.6%	46.4%	67.9%	78.6%	75.0%	57.1%
46	Regular	8		0	0	2	4	4	4	3
	Handicap Van	1		0	0	0	0	0	0	0
	Total Inventory	9	Total Occupancy	0	0	2	4	4	4	3
			Percent	0.0%	0.0%	22.2%	44.4%	44.4%	44.4%	33.3%
47	Regular	13		1	2	4	5	7	6	6
	Handicap	1		0	0	1	0	0	0	0
	Total Inventory	14	Total Occupancy	1	2	5	5	7	6	6
			Percent	7.1%	14.3%	35.7%	35.7%	50.0%	42.9%	42.9%
048	Regular	16		5	6	8	10	11	13	10
	Handicap	1		0	0	0	1	1	1	0
	Customer Only	9		1	2	3	5	7	5	4
	Unmarked Spaces			1	1	1	1	1	0	0
	Total Inventory	26	Total Occupancy	7	9	12	17	20	19	14
			Percent	26.9%	34.6%	46.2%	65.4%	76.9%	73.1%	53.8%
49	Regular	11		11	11	10	11	11	10	9
	Unmarked Spaces			2	3	2	2	5	4	3
	Total Inventory	11	Total Occupancy	13	14	12	13	16	14	12
			Percent	118.2%	127.3%	109.1%	118.2%	145.5%	127.3%	109.1%
50	Regular	14	Total Occupancy	3	3	4	3	5	4	4
			Percent	21.4%	21.4%	28.6%	21.4%	35.7%	28.6%	28.6%
51	Regular	4	Total Occupancy	1	1	1	1	2	2	1
			Percent	25.0%	25.0%	25.0%	25.0%	50.0%	50.0%	25.0%
52	Regular	13		10	10	11	9	11	10	9
	Handicap	1		0	0	0	0	0	0	0
	Dental	6		2	2	3	1	2	2	1
	Total Inventory	20	Total Occupancy	12	12	14	10	13	12	10
			Percent	60.0%	60.0%	70.0%	50.0%	65.0%	60.0%	50.0%
53	Regular	10	Total Occupancy	4	5	5	3	4	3	3
			Percent	40.0%	50.0%	50.0%	30.0%	40.0%	30.0%	30.0%
54	Regular	6		4	4	3	2	3	2	2
	Handicap	1		0	0	0	0	0	0	0
	Total Inventory	7	Total Occupancy	4	4	3	2	3	2	2
			Percent	57.1%	57.1%	42.9%	28.6%	42.9%	28.6%	28.6%
55	Regular	14		3	5	5	5	5	3	4
	Handicap	1		0	0	0	0	0	0	0
	Total Inventory	15	Total Occupancy	3	5	5	5	5	3	4
			Percent	20.0%	33.3%	33.3%	33.3%	33.3%	20.0%	26.7%
56	Regular	8		6	8	8	8	8	8	8
	Handicap	1		1	1	1	1	1	1	1
	Total Inventory	9	Total Occupancy	7	9	9	9	9	9	9
			Percent	77.8%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
57	Regular	6		0	0	0	0	0	0	0
	Handicap	1		0	0	0	0	0	0	0
	Total Inventory	7	Total Occupancy	0	0	0	0	0	0	0
			Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
58	Regular	17		8	10	15	10	10	7	5
	Handicap	1		0	0	0	0	0	0	0
	Total Inventory	18	Total Occupancy	8	10	15	10	10	7	5
			Percent	44.4%	55.6%	83.3%	55.6%	55.6%	38.9%	27.8%

Off-Street Parking Utilization

Parking Zone	Type	Inventory		10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM
59	Regular	17		13	13	15	17	17	15	15
	Handicap	1		0	1	1	1	0	0	0
	Total Inventory	18	Total Occupancy	13	14	16	18	17	15	15
			Percent	72.2%	77.8%	88.9%	100.0%	94.4%	83.3%	83.3%
060 Dirt	Unmarked Spaces	(3)	Total Occupancy	0	0	0	0	0	0	0
			Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
61	Regular	4		2	2	2	2	2	2	1
	Handicap	1		0	0	0	0	0	0	0
	Total Inventory	5	Total Occupancy	2	2	2	2	2	2	1
			Percent	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	20.0%
62	Handicap	1		0	0	0	0	0	0	0
	Unmarked Spaces	(2)		5	5	4	4	5	4	4
	Total Inventory	1	Total Occupancy	5	5	4	4	5	4	4
			Percent	500.0%	500.0%	400.0%	400.0%	500.0%	400.0%	400.0%
063 Carwash	Unmarked Spaces	(4)	Total Occupancy	3	4	3	3	3	4	2
64	Regular	25		1	1	5	6	7	5	5
	Handicap	1		0	0	1	1	0	0	0
	Total Inventory	26	Total Occupancy	1	1	6	7	7	5	5
			Percent	3.8%	3.8%	23.1%	26.9%	26.9%	19.2%	19.2%
65	Regular	6	Total Occupancy	3	3	3	3	3	3	3
			Percent	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
66	Regular	17		11	13	14	14	13	15	11
	Handicap	1		0	0	0	0	0	0	0
	Total Inventory	18	Total Occupancy	11	13	14	14	13	15	11
			Percent	61.1%	72.2%	77.8%	77.8%	72.2%	83.3%	61.1%
67	Regular	16	Total Occupancy	1	2	2	2	3	2	3
			Percent	5.6%	11.1%	11.1%	11.1%	16.7%	11.1%	16.7%
68	Regular	13		2	4	0	2	0	0	0
	Handicap	1		0	0	0	0	0	0	0
	Handicap Van	1		0	0	0	0	0	0	0
	Total Inventory	15	Total Occupancy	2	4	0	2	0	0	0
			Percent	13.3%	26.7%	0.0%	13.3%	0.0%	0.0%	0.0%
69	Regular	8		8	8	8	7	7	8	6
	Handicap	1		1	1	1	0	0	0	0
	Total Inventory	9	Total Occupancy	9	9	9	7	7	8	6
			Percent	100.0%	100.0%	100.0%	77.8%	77.8%	88.9%	66.7%
70	Regular	23		23	23	21	23	20	21	19
	Handicap	1		1	1	1	1	0	0	0
	Reserved	2		1	1	0	1	1	1	0
	Unmarked Spaces	(2)		2	2	1	1	2	0	0
	Total Inventory	26	Total Occupancy	27	27	23	26	23	22	19
			Percent	103.8%	103.8%	88.5%	100.0%	88.5%	84.6%	73.1%
71	Regular	21		8	10	13	13	15	15	16
	Handicap	1		0	0	0	0	0	0	0
	Total Inventory	22	Total Occupancy	8	10	13	13	15	15	16
			Percent	36.4%	45.5%	59.1%	59.1%	68.2%	68.2%	72.7%
72	Regular	26		7	10	13	11	12	13	11
	Handicap	1		1	1	0	0	0	0	0
	Handicap Van	1		1	1	0	0	0	0	0
	Total Inventory	28	Total Occupancy	9	12	13	11	12	13	11
			Percent	32.1%	42.9%	46.4%	39.3%	42.9%	46.4%	39.3%

Total Off-Street Inventory		1794	Total Occupancy	602	715	776	786	798	760	685
			Total Utilization	33.6%	39.9%	43.3%	43.8%	44.5%	42.4%	38.2%

NOTES:

(1) Car Self-Wash Vacuum Stations - Not included in parking analysis

(2) Auto Repair. Vehicles temporarily stored in unmarked spaces

(3) Spring Valley Vetinary Clinic overflow parking

(4) Car Wash - Not included in parking analysis

> 85%

70% - 85%

55% - 70%

< 55%

19-4471 Casa Del Oro

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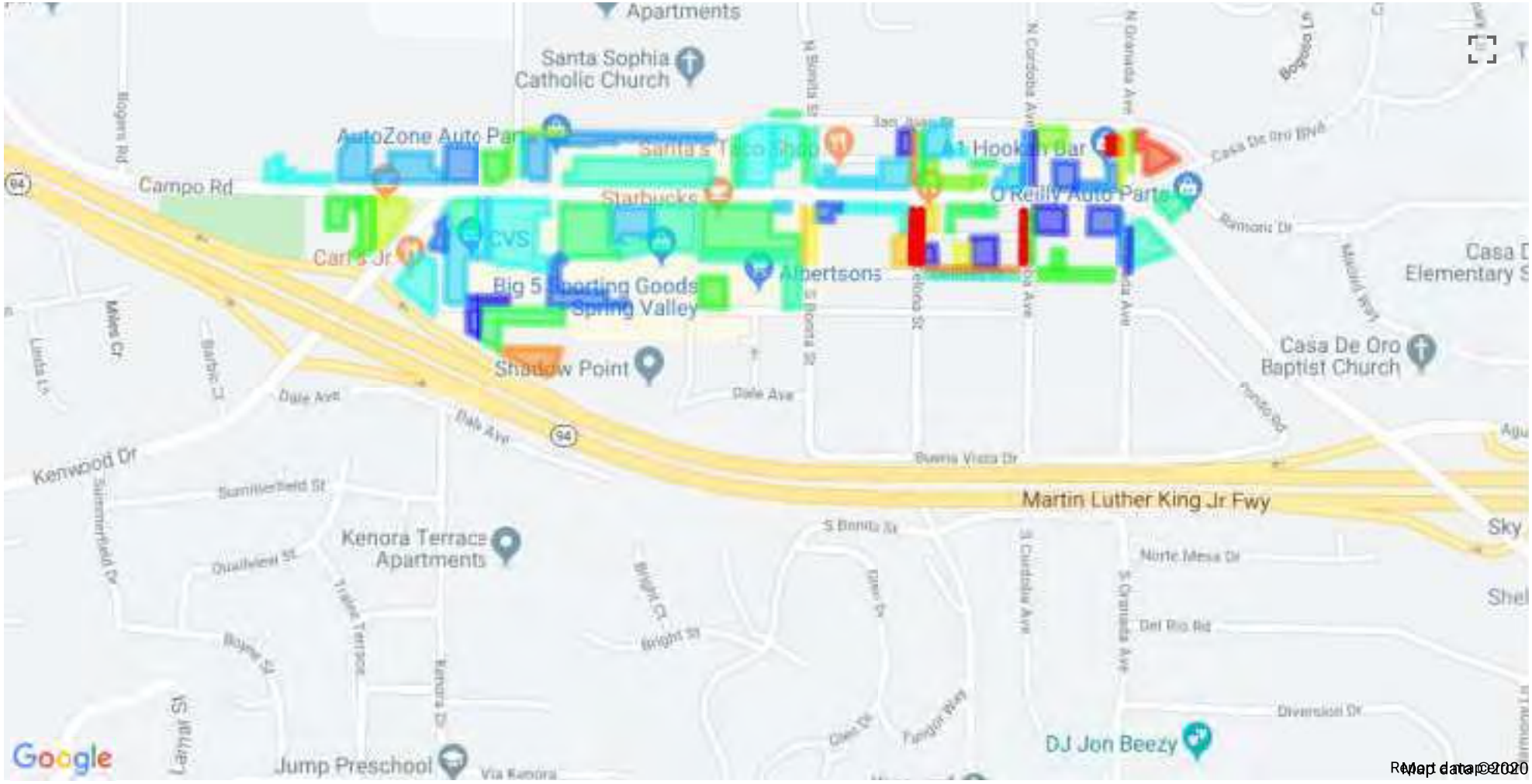
Time: 10:00 AM



2 - 452

19-4471 Casa Del Oro

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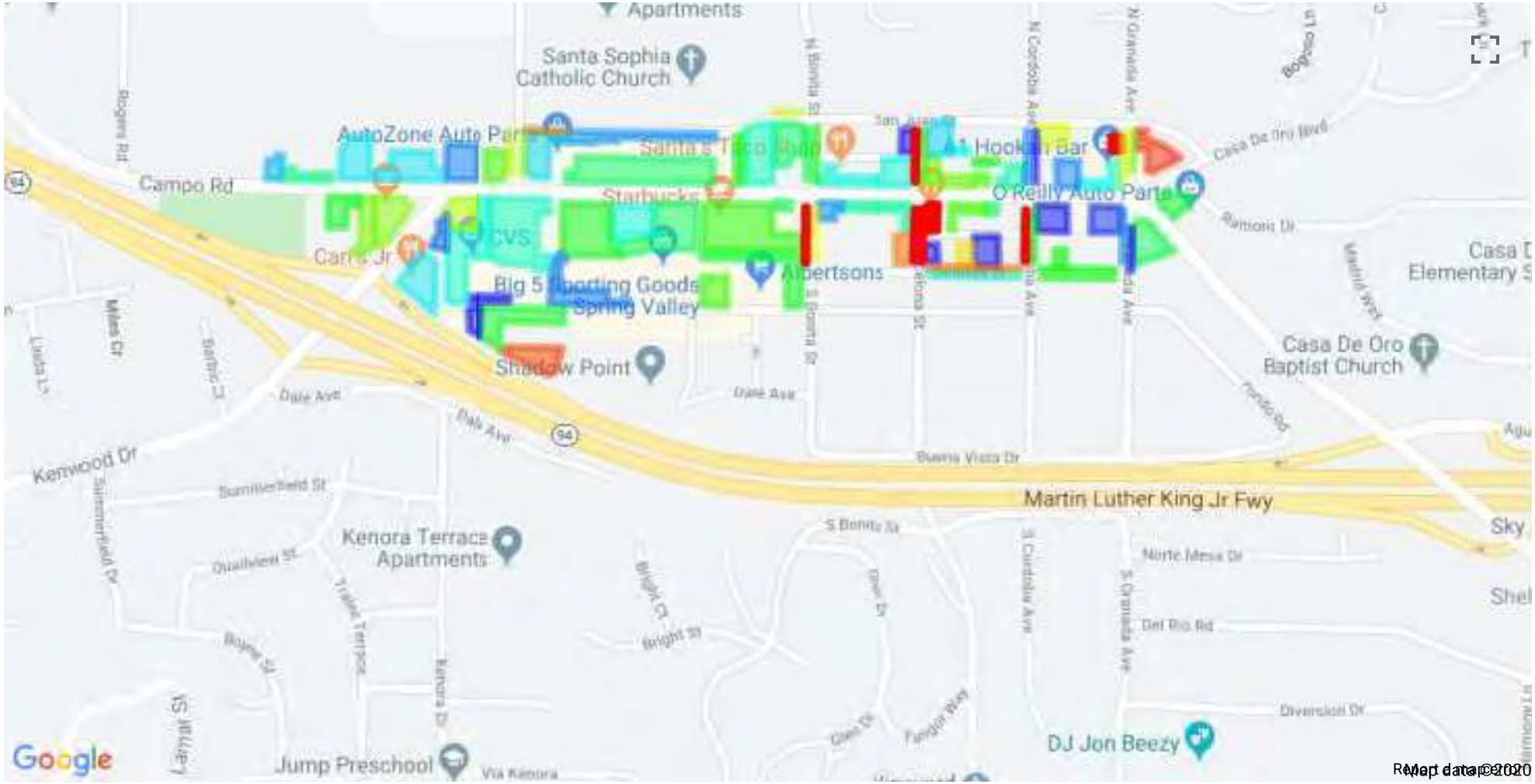

19-4471 Casa Del Oro

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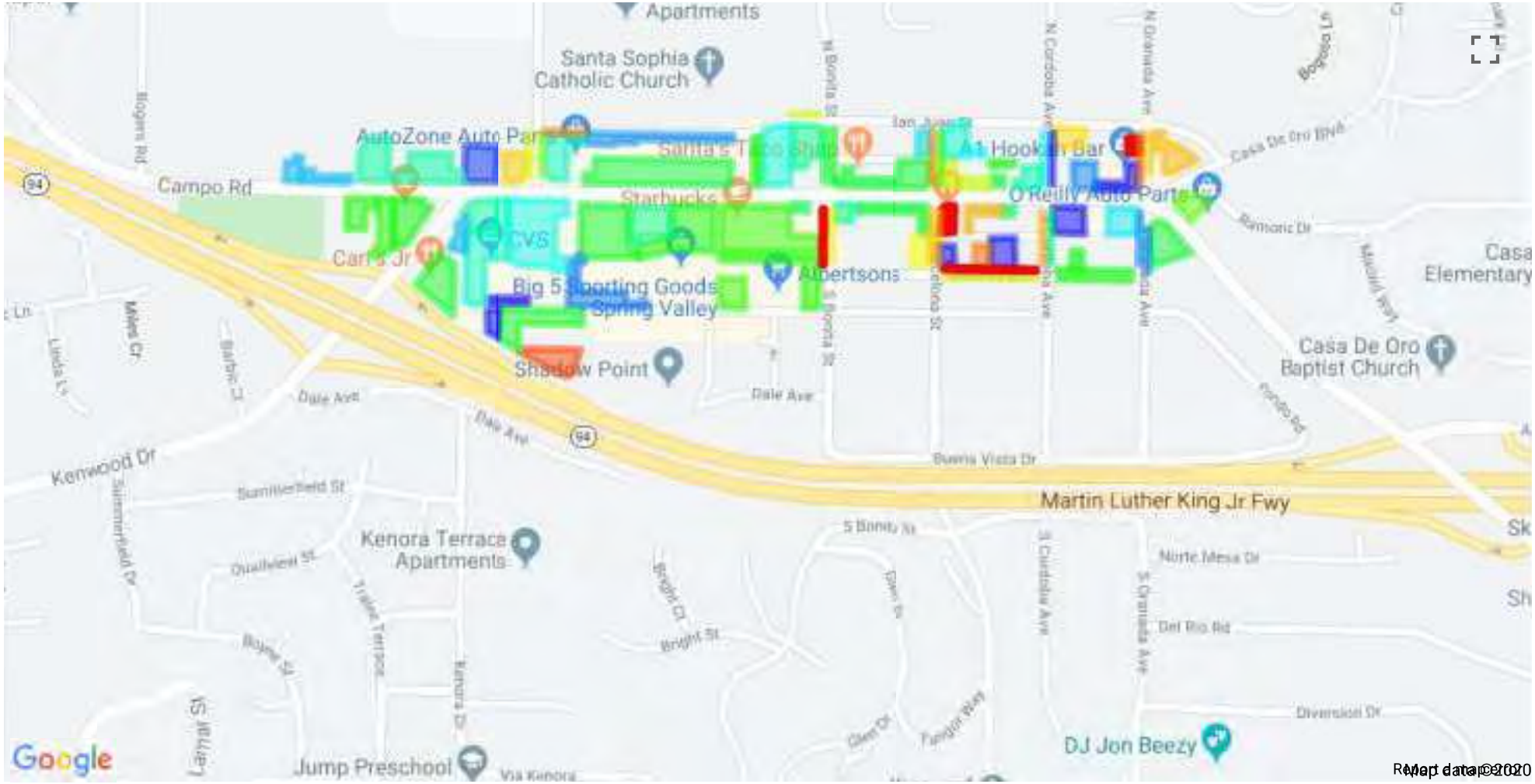

19-4471 Casa Del Oro

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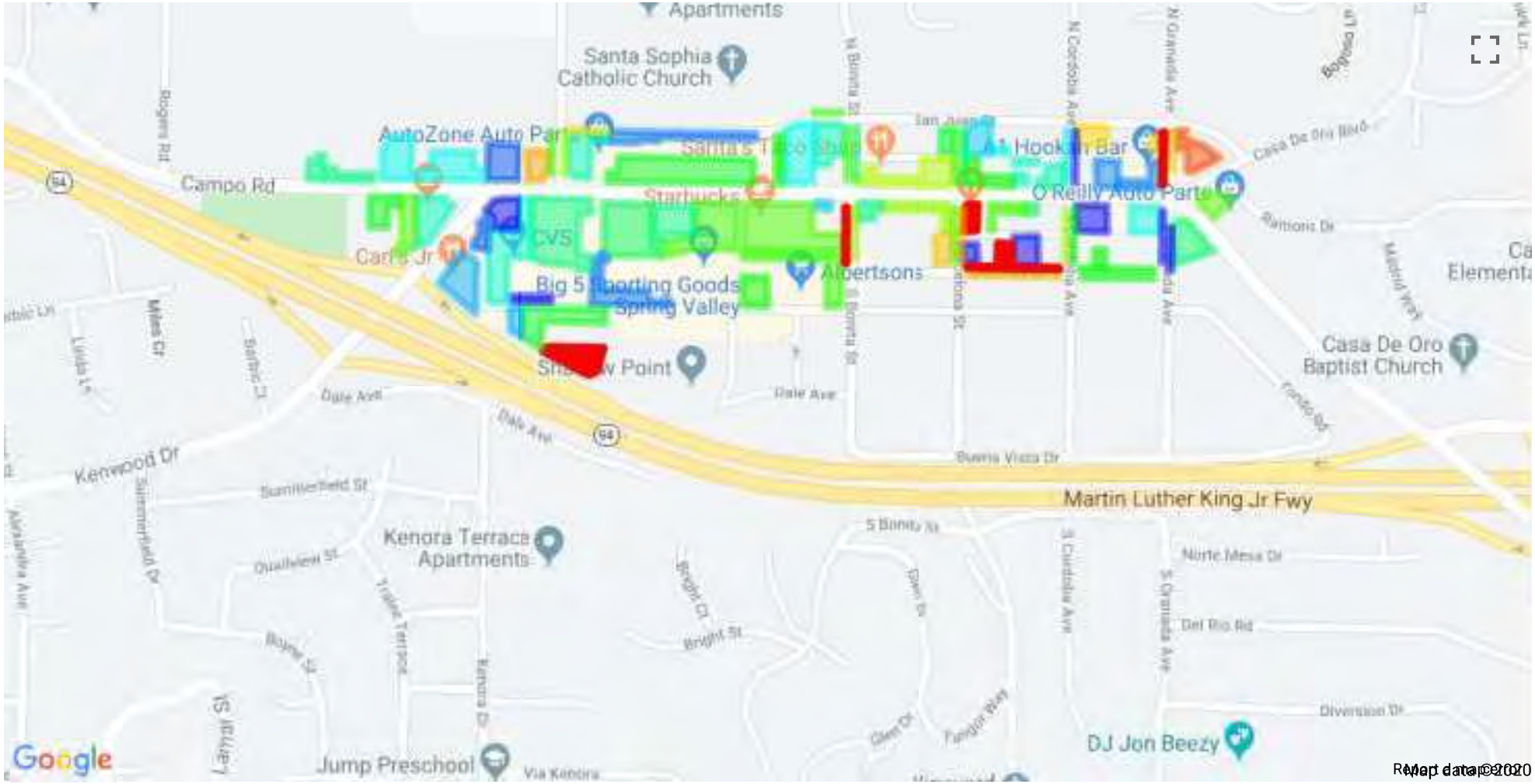

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19-4471 Casa Del Oro

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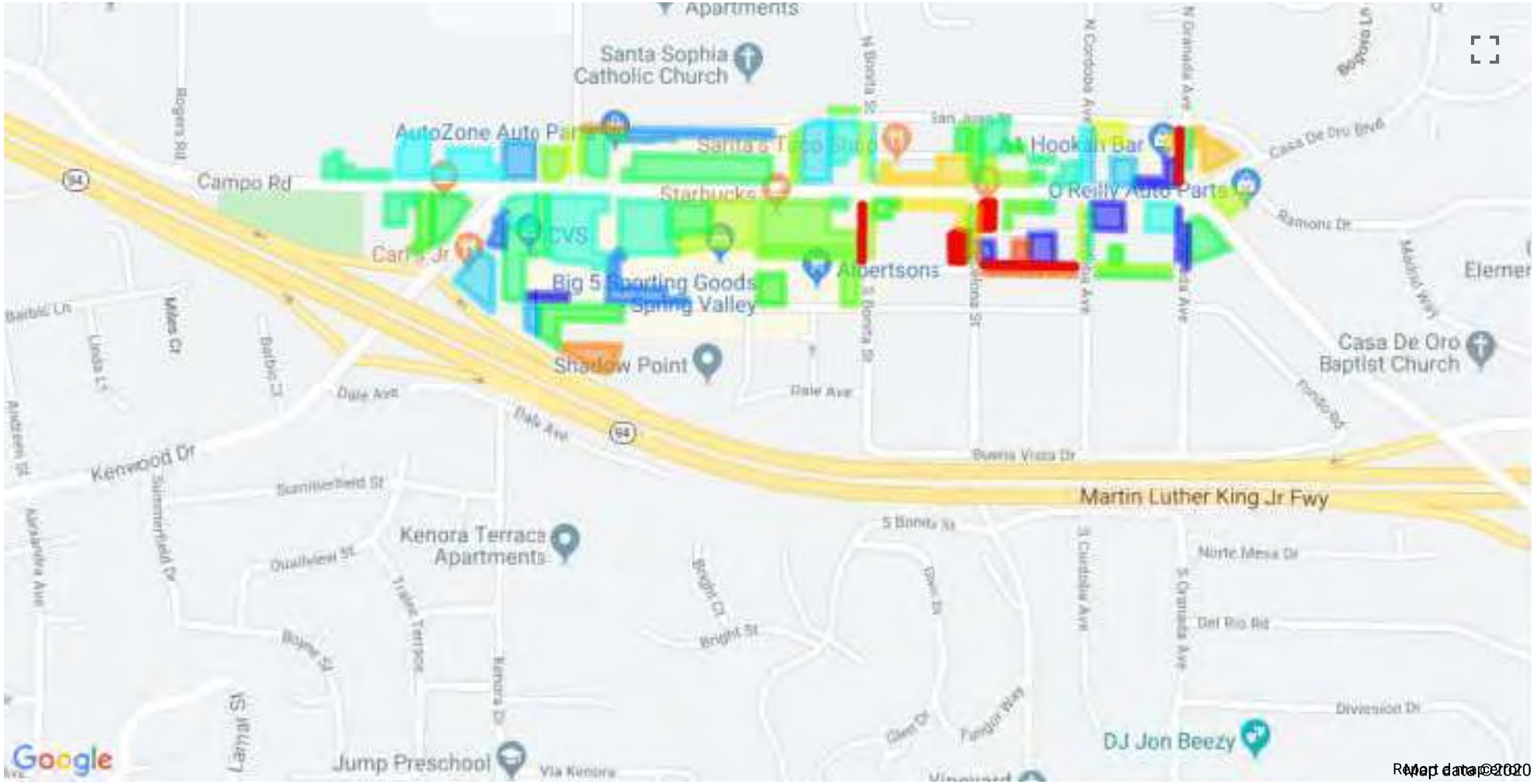
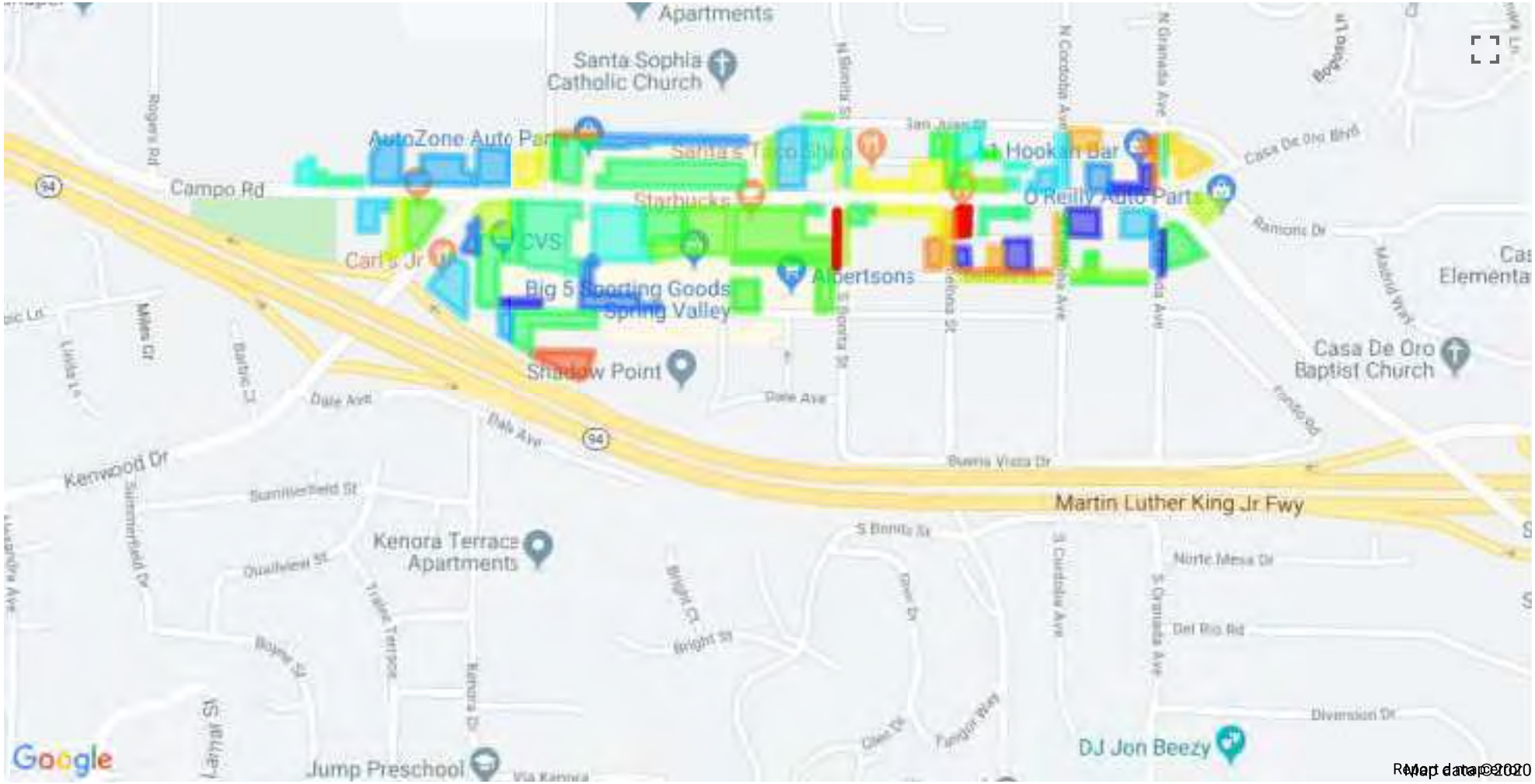


0% 25% 50% 75% 100%

2 - 456

19-4471 Casa Del Oro

Date: 13-Dec
Time: 3:00 PM



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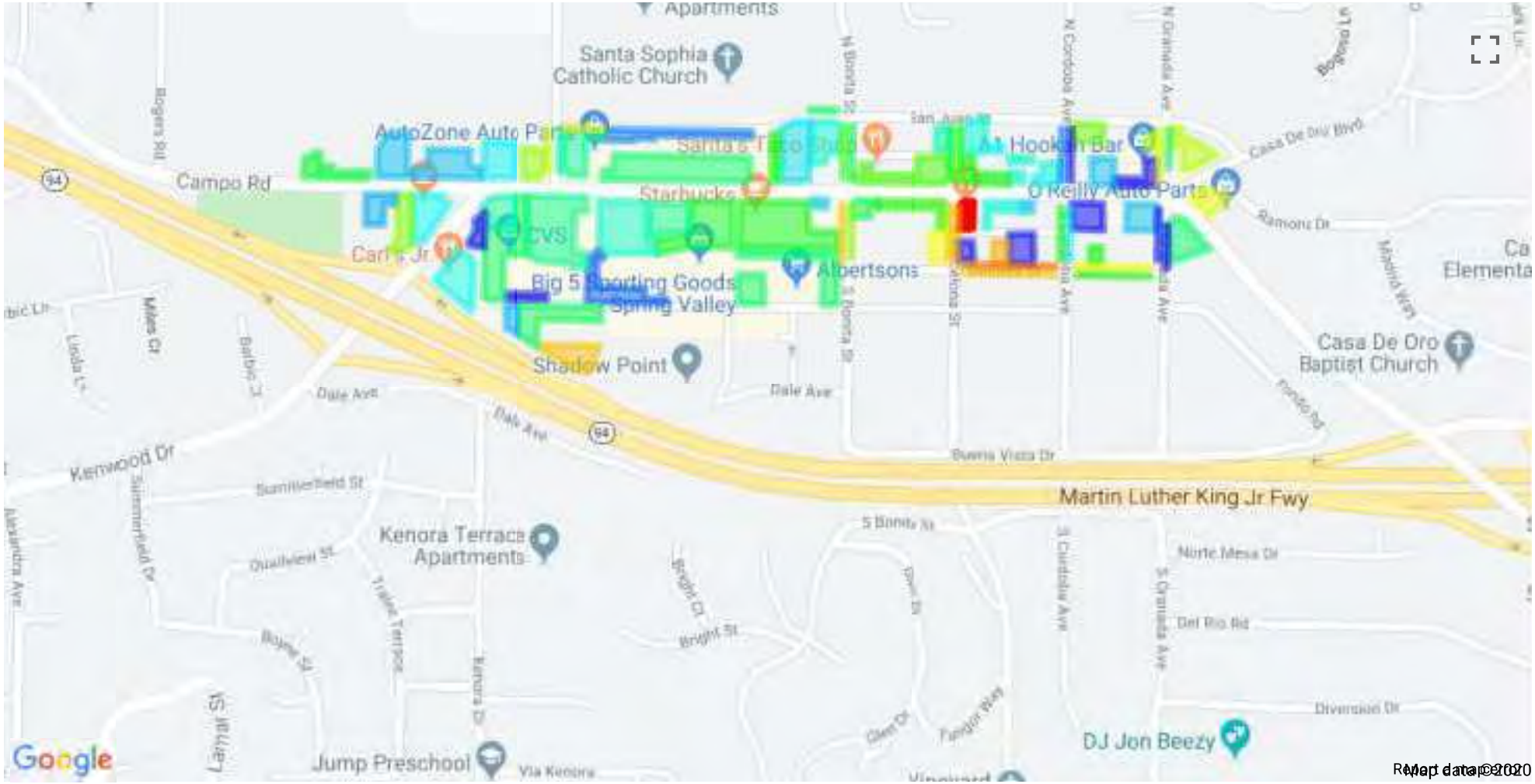
2 - 457

19-4471 Casa Del Oro

Date: 13-Dec
Time: 4:00 PM



2 - 458

Michael Baker
INTERNATIONAL

Attachment G: Horizon Year 2035 With Project HCM Worksheets

HCM Signalized Intersection Capacity Analysis
4: Kenwood Dr & Campo Rd

HY 2035+P AM
07/13/2021

Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	209	85	848	596	236	648
Future Volume (vph)	209	85	848	596	236	648
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.1	4.0	4.1	4.1	4.4	4.1
Lane Util. Factor	0.95	1.00	0.97	1.00	1.00	0.88
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3539	1583	3433	1863	1770	2787
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	3539	1583	3433	1863	1770	2787
Peak-hour factor, PHF	0.83	0.83	0.91	0.91	0.89	0.89
Adj. Flow (vph)	252	102	932	655	265	728
RTOR Reduction (vph)	0	0	0	0	0	235
Lane Group Flow (vph)	252	102	932	655	265	493
Turn Type	NA	Free	Split	NA	Prot	pm+ov
Protected Phases	6		5	5	3	5
Permitted Phases		Free				3
Actuated Green, G (s)	18.7	100.0	50.6	50.6	17.1	67.7
Effective Green, g (s)	18.7	100.0	50.6	50.6	17.1	67.7
Actuated g/C Ratio	0.19	1.00	0.51	0.51	0.17	0.68
Clearance Time (s)	5.1		4.1	4.1	4.4	4.1
Vehicle Extension (s)	2.0		2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	661	1583	1737	942	302	2001
v/s Ratio Prot	c0.07		0.27	c0.35	c0.15	0.12
v/s Ratio Perm		0.06				0.05
v/c Ratio	0.38	0.06	0.54	0.70	0.88	0.25
Uniform Delay, d1	35.6	0.0	16.7	18.8	40.4	6.3
Progression Factor	1.00	1.00	0.69	0.71	1.00	1.00
Incremental Delay, d2	1.7	0.1	0.1	1.2	23.1	0.0
Delay (s)	37.3	0.1	11.7	14.5	63.5	6.3
Level of Service	D	A	B	B	E	A
Approach Delay (s)	26.5			12.9	21.5	
Approach LOS	C			B	C	

Intersection Summary			
HCM 2000 Control Delay	17.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	54.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
5: New Street A/Conrad Dr & Campo Rd

HY 2035+P AM
07/13/2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	259	527	49	28	1035	128	26	7	12	168	21	436
Future Volume (vph)	259	527	49	28	1035	128	26	7	12	168	21	436
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.1	5.1		5.1	5.1		5.1	5.1			5.8	4.1
Lane Util. Factor	1.00	1.00		1.00	0.95		1.00	1.00			1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Frt	1.00	0.99		1.00	0.98		1.00	0.91			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.96	1.00
Satd. Flow (prot)	1770	1836		1770	3476		1770	1690			1783	1583
Flt Permitted	0.95	1.00		0.36	1.00		0.24	1.00			0.73	1.00
Satd. Flow (perm)	1770	1836		664	3476		443	1690			1368	1583
Peak-hour factor, PHF	0.82	0.82	0.82	0.92	0.92	0.92	0.92	0.92	0.92	0.86	0.86	0.86
Adj. Flow (vph)	316	643	60	30	1125	139	28	8	13	195	24	507
RTOR Reduction (vph)	0	4	0	0	9	0	0	7	0	0	0	78
Lane Group Flow (vph)	316	699	0	30	1255	0	28	14	0	0	219	429
Confl. Bikes (#/hr)			1			1						
Turn Type	Prot	NA		Perm	NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	1!	8!			2!			4!			7!	1
Permitted Phases				2!			4!			7!		7
Actuated Green, G (s)	20.6	46.5		43.4	43.4		43.3	43.3			21.0	41.6
Effective Green, g (s)	20.6	46.5		43.4	43.4		43.3	43.3			21.0	41.6
Actuated g/C Ratio	0.21	0.46		0.43	0.43		0.43	0.43			0.21	0.42
Clearance Time (s)	4.1	5.1		5.1	5.1		5.1	5.1			5.8	4.1
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0			2.0	2.0
Lane Grp Cap (vph)	364	853		288	1508		191	731			287	658
v/s Ratio Prot	c0.18	c0.38			c0.36			0.01				0.13
v/s Ratio Perm				0.05			0.06				c0.16	0.14
v/c Ratio	0.87	0.82		0.10	0.83		0.15	0.02			0.76	0.65
Uniform Delay, d1	38.4	23.1		16.8	25.1		17.2	16.2			37.2	23.4
Progression Factor	1.24	0.73		1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	18.2	5.7		0.7	5.5		0.1	0.0			10.3	1.8
Delay (s)	65.7	22.7		17.5	30.6		17.3	16.2			47.5	25.2
Level of Service	E	C		B	C		B	B			D	C
Approach Delay (s)		36.0			30.3			16.8			31.9	
Approach LOS		D			C			B			C	

Intersection Summary			
HCM 2000 Control Delay	32.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	76.6%	ICU Level of Service	D
Analysis Period (min)	15		

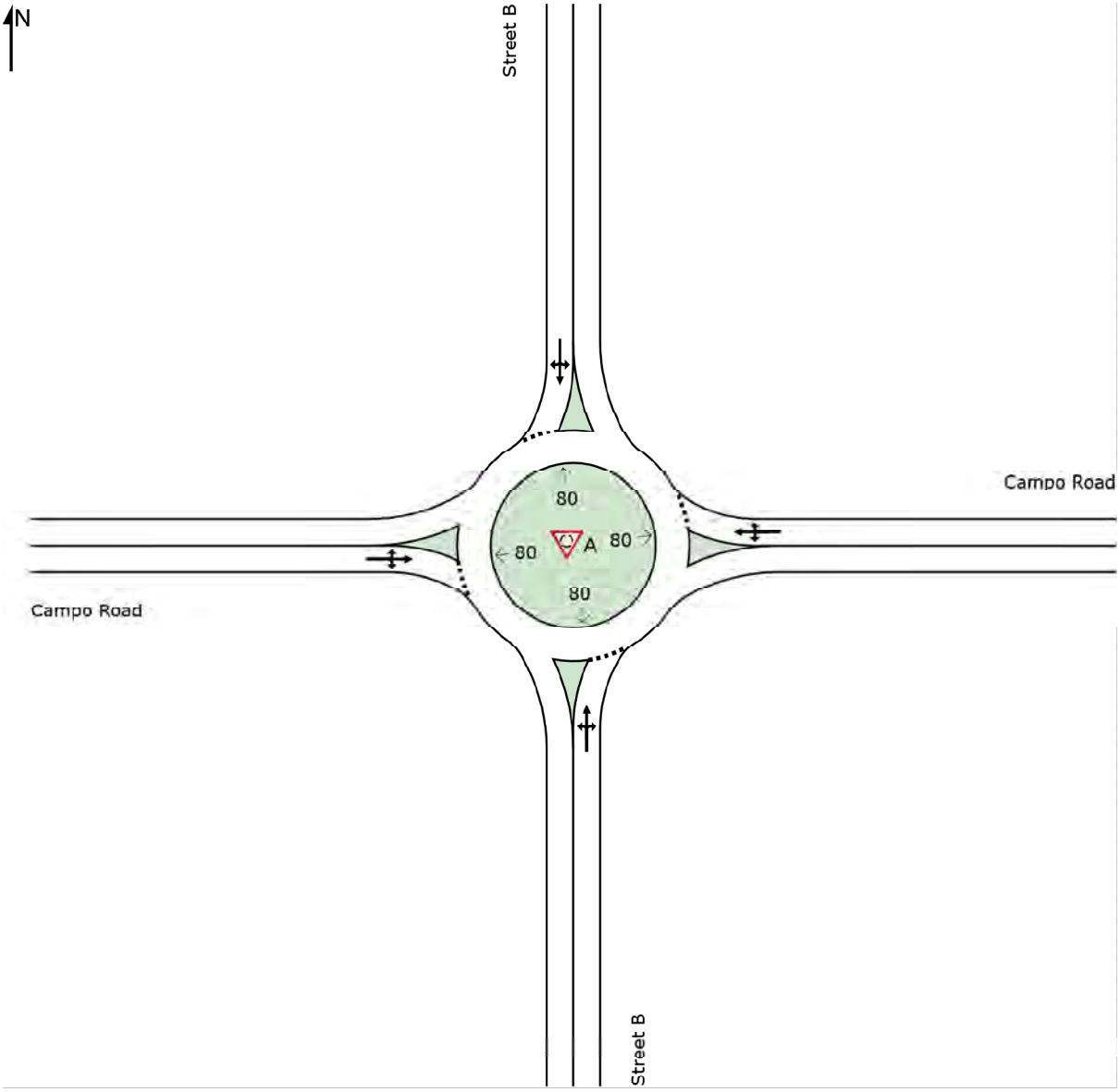
! Phase conflict between lane groups.
c Critical Lane Group

SITE LAYOUT

Site: A [Int. A (Site Folder: General)]

Campo Road / Street B
Site Category: HY 2035+P AM
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: A [Int. A (Site Folder: General)]

Campo Road / Street B
Site Category: HY 2035+P AM
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Street B														
3	L2	41	2.0	48	2.0	0.111	7.9	LOS A	0.4	10.5	0.64	0.64	0.64	31.4
8	T1	1	2.0	1	2.0	0.111	7.9	LOS A	0.4	10.5	0.64	0.64	0.64	31.4
18	R2	10	2.0	12	2.0	0.111	7.9	LOS A	0.4	10.5	0.64	0.64	0.64	30.7
Approach		52	2.0	61	2.0	0.111	7.9	LOS A	0.4	10.5	0.64	0.64	0.64	31.2
East: Campo Road														
1	L2	16	2.0	19	2.0	1.138	88.6	LOS F	157.0	3988.4	1.00	1.53	2.58	15.2
6	T1	1176	2.0	1384	2.0	1.138	88.6	LOS F	157.0	3988.4	1.00	1.53	2.58	15.2
16	R2	8	2.0	9	2.0	1.138	88.6	LOS F	157.0	3988.4	1.00	1.53	2.58	15.0
Approach		1200	2.0	1412	2.0	1.138	88.6	LOS F	157.0	3988.4	1.00	1.53	2.58	15.2
North: Street B														
7	L2	5	2.0	6	2.0	0.073	11.2	LOS B	0.2	6.3	0.75	0.75	0.75	31.0
4	T1	1	2.0	1	2.0	0.073	11.2	LOS B	0.2	6.3	0.75	0.75	0.75	31.1
14	R2	16	2.0	19	2.0	0.073	11.2	LOS B	0.2	6.3	0.75	0.75	0.75	30.4
Approach		22	2.0	26	2.0	0.073	11.2	LOS B	0.2	6.3	0.75	0.75	0.75	30.6
West: Campo Road														
5	L2	23	2.0	27	2.0	0.702	12.5	LOS B	8.6	217.8	0.29	0.09	0.29	31.0
2	T1	697	2.0	820	2.0	0.702	12.5	LOS B	8.6	217.8	0.29	0.09	0.29	31.1
12	R2	62	2.0	73	2.0	0.702	12.5	LOS B	8.6	217.8	0.29	0.09	0.29	30.3
Approach		782	2.0	920	2.0	0.702	12.5	LOS B	8.6	217.8	0.29	0.09	0.29	31.0
All Vehicles		2056	2.0	2419	2.0	1.138	56.8	LOS F	157.0	3988.4	0.72	0.96	1.64	19.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	610	47	16	1276	8	0	0	17	0	0	21
Future Vol, veh/h	23	610	47	16	1276	8	0	0	17	0	0	21
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	50	-	-	50	-	-	-	-	0	-	-	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	25	663	51	17	1387	9	0	0	18	0	0	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1396	0	0	714	0	0	-	-	689	-	-	1392
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.12	-	-	4.12	-	-	-	-	6.22	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	-	-	3.318	-	-	3.318
Pot Cap-1 Maneuver	490	-	-	886	-	-	0	0	446	0	0	174
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	490	-	-	886	-	-	-	-	446	-	-	174
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.1	13.4	28.8
HCM LOS			B	D

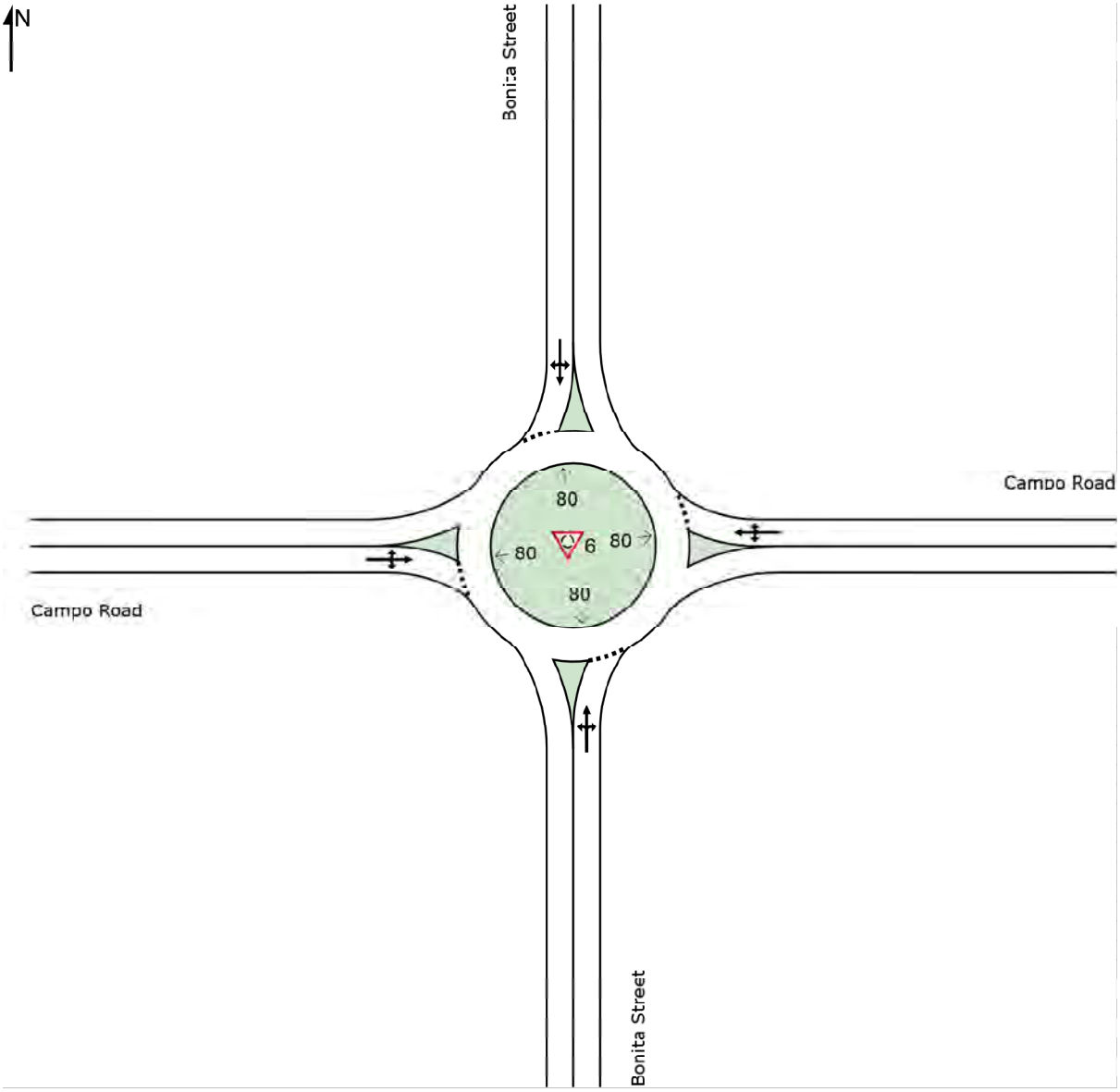
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	446	490	-	-	886	-	-	174
HCM Lane V/C Ratio	0.041	0.051	-	-	0.02	-	-	0.131
HCM Control Delay (s)	13.4	12.7	-	-	9.1	-	-	28.8
HCM Lane LOS	B	B	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.1	0.2	-	-	0.1	-	-	0.4

SITE LAYOUT

Site: 6 [Int. 6 (Site Folder: General)]

Campo Road / Bonita Street
Site Category: HY 2035+P AM
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 6 [Int. 6 (Site Folder: General)]

Campo Road / Bonita Street
Site Category: HY 2035+P AM
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Bonita Street														
3	L2	79	2.0	104	2.0	0.287	9.5	LOS A	1.2	30.5	0.67	0.67	0.67	31.1
8	T1	23	2.0	30	2.0	0.287	9.5	LOS A	1.2	30.5	0.67	0.67	0.67	31.2
18	R2	35	2.0	46	2.0	0.287	9.5	LOS A	1.2	30.5	0.67	0.67	0.67	30.4
Approach		137	2.0	180	2.0	0.287	9.5	LOS A	1.2	30.5	0.67	0.67	0.67	30.9
East: Campo Road														
1	L2	33	2.0	41	2.0	1.452	221.7	LOS F	211.1	5360.7	1.00	4.30	7.65	8.0
6	T1	1128	2.0	1410	2.0	1.452	221.7	LOS F	211.1	5360.7	1.00	4.30	7.65	8.0
16	R2	106	2.0	133	2.0	1.452	221.7	LOS F	211.1	5360.7	1.00	4.30	7.65	8.0
Approach		1267	2.0	1584	2.0	1.452	221.7	LOS F	211.1	5360.7	1.00	4.30	7.65	8.0
North: Bonita Street														
7	L2	52	2.0	69	2.0	0.422	16.5	LOS C	1.9	49.3	0.79	0.87	1.10	28.7
4	T1	14	2.0	19	2.0	0.422	16.5	LOS C	1.9	49.3	0.79	0.87	1.10	28.7
14	R2	69	2.0	92	2.0	0.422	16.5	LOS C	1.9	49.3	0.79	0.87	1.10	28.1
Approach		135	2.0	180	2.0	0.422	16.5	LOS C	1.9	49.3	0.79	0.87	1.10	28.4
West: Campo Road														
5	L2	57	2.0	66	2.0	0.595	10.4	LOS B	4.9	124.6	0.50	0.30	0.50	31.8
2	T1	519	2.0	597	2.0	0.595	10.4	LOS B	4.9	124.6	0.50	0.30	0.50	31.8
12	R2	40	2.0	46	2.0	0.595	10.4	LOS B	4.9	124.6	0.50	0.30	0.50	31.1
Approach		616	2.0	708	2.0	0.595	10.4	LOS B	4.9	124.6	0.50	0.30	0.50	31.8
All Vehicles		2155	2.0	2652	2.0	1.452	136.9	LOS F	211.1	5360.7	0.83	2.75	4.82	11.4

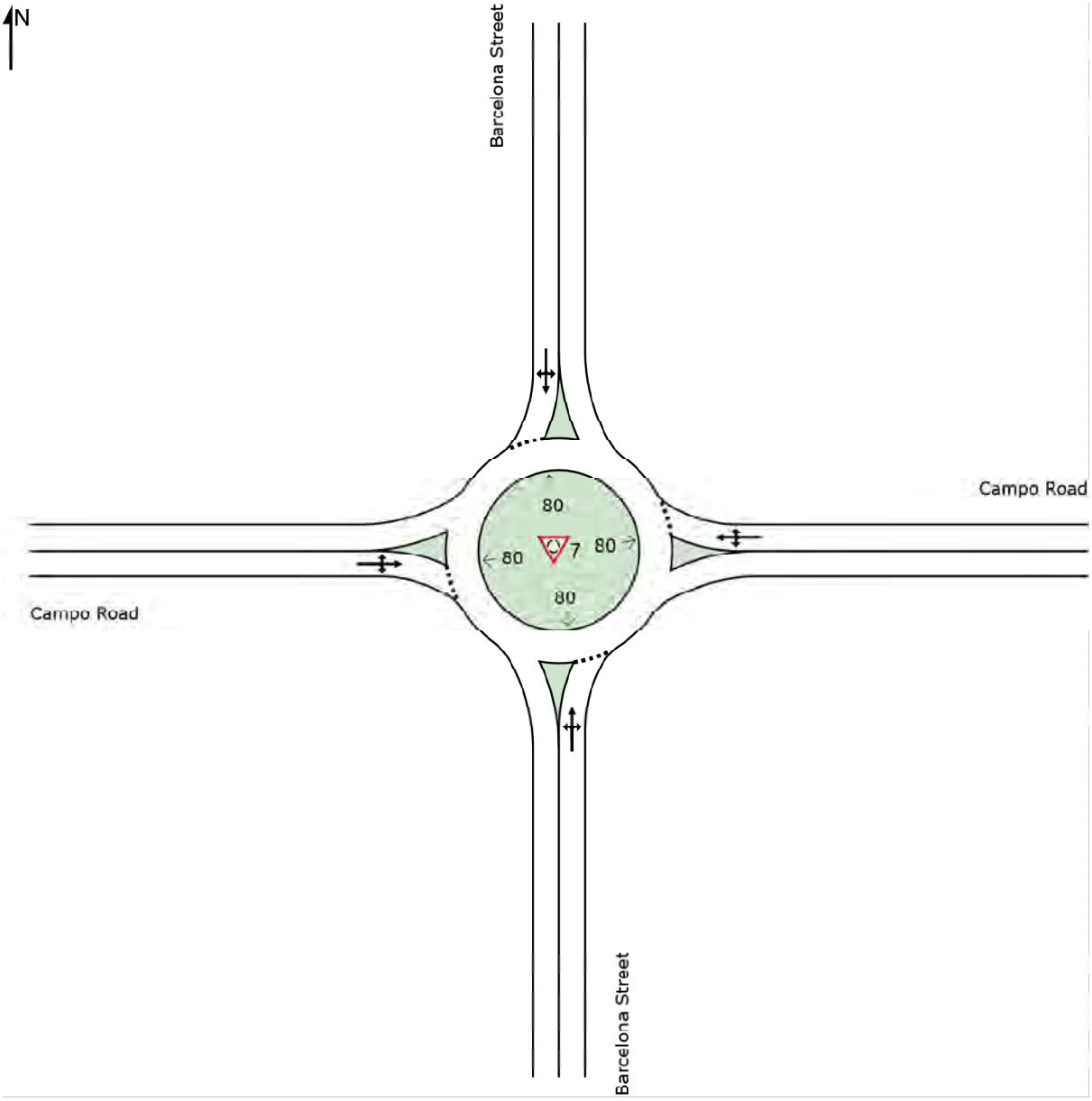
Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 7 [Int. 7 (Site Folder: General)]

Campo Road / Barcelona Street
Site Category: HY 2035+P AM
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 7 [Int. 7 (Site Folder: General)]

Campo Road / Barcelona Street
Site Category: HY 2035+P AM
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Barcelona Street														
3	L2	334	2.0	407	2.0	0.690	17.8	LOS C	7.6	193.1	0.84	1.11	1.58	27.6
8	T1	38	2.0	46	2.0	0.690	17.8	LOS C	7.6	193.1	0.84	1.11	1.58	27.7
18	R2	65	2.0	79	2.0	0.690	17.8	LOS C	7.6	193.1	0.84	1.11	1.58	27.1
Approach		437	2.0	533	2.0	0.690	17.8	LOS C	7.6	193.1	0.84	1.11	1.58	27.6
East: Campo Road														
1	L2	66	2.0	85	2.0	1.592	286.9	LOS F	176.8	4490.9	1.00	5.66	13.26	6.5
6	T1	914	2.0	1172	2.0	1.592	286.9	LOS F	176.8	4490.9	1.00	5.66	13.26	6.5
16	R2	40	2.0	51	2.0	1.592	286.9	LOS F	176.8	4490.9	1.00	5.66	13.26	6.5
Approach		1020	2.0	1308	2.0	1.592	286.9	LOS F	176.8	4490.9	1.00	5.66	13.26	6.5
North: Barcelona Street														
7	L2	23	2.0	29	2.0	0.192	12.4	LOS B	0.7	17.4	0.75	0.75	0.75	30.3
4	T1	14	2.0	18	2.0	0.192	12.4	LOS B	0.7	17.4	0.75	0.75	0.75	30.3
14	R2	21	2.0	27	2.0	0.192	12.4	LOS B	0.7	17.4	0.75	0.75	0.75	29.6
Approach		58	2.0	74	2.0	0.192	12.4	LOS B	0.7	17.4	0.75	0.75	0.75	30.0
West: Campo Road														
5	L2	15	2.0	19	2.0	0.602	10.4	LOS B	5.1	129.9	0.47	0.27	0.47	31.9
2	T1	392	2.0	484	2.0	0.602	10.4	LOS B	5.1	129.9	0.47	0.27	0.47	32.0
12	R2	182	2.0	225	2.0	0.602	10.4	LOS B	5.1	129.9	0.47	0.27	0.47	31.2
Approach		589	2.0	727	2.0	0.602	10.4	LOS B	5.1	129.9	0.47	0.27	0.47	31.7
All Vehicles		2104	2.0	2642	2.0	1.592	148.8	LOS F	176.8	4490.9	0.82	3.12	7.03	10.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	37	461	19	38	920	52	0	0	33	0	0	69
Future Vol, veh/h	37	461	19	38	920	52	0	0	33	0	0	69
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	50	-	-	50	-	-	-	-	0	-	-	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	40	501	21	41	1000	57	0	0	36	0	0	75

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1057	0	0	522	0	0	-	-	512	-	-	1029
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.12	-	-	4.12	-	-	-	-	6.22	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	-	-	3.318	-	-	3.318
Pot Cap-1 Maneuver	659	-	-	1044	-	-	0	0	562	0	0	284
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	659	-	-	1044	-	-	-	-	562	-	-	284
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.3	11.8	22.2
HCM LOS			B	C

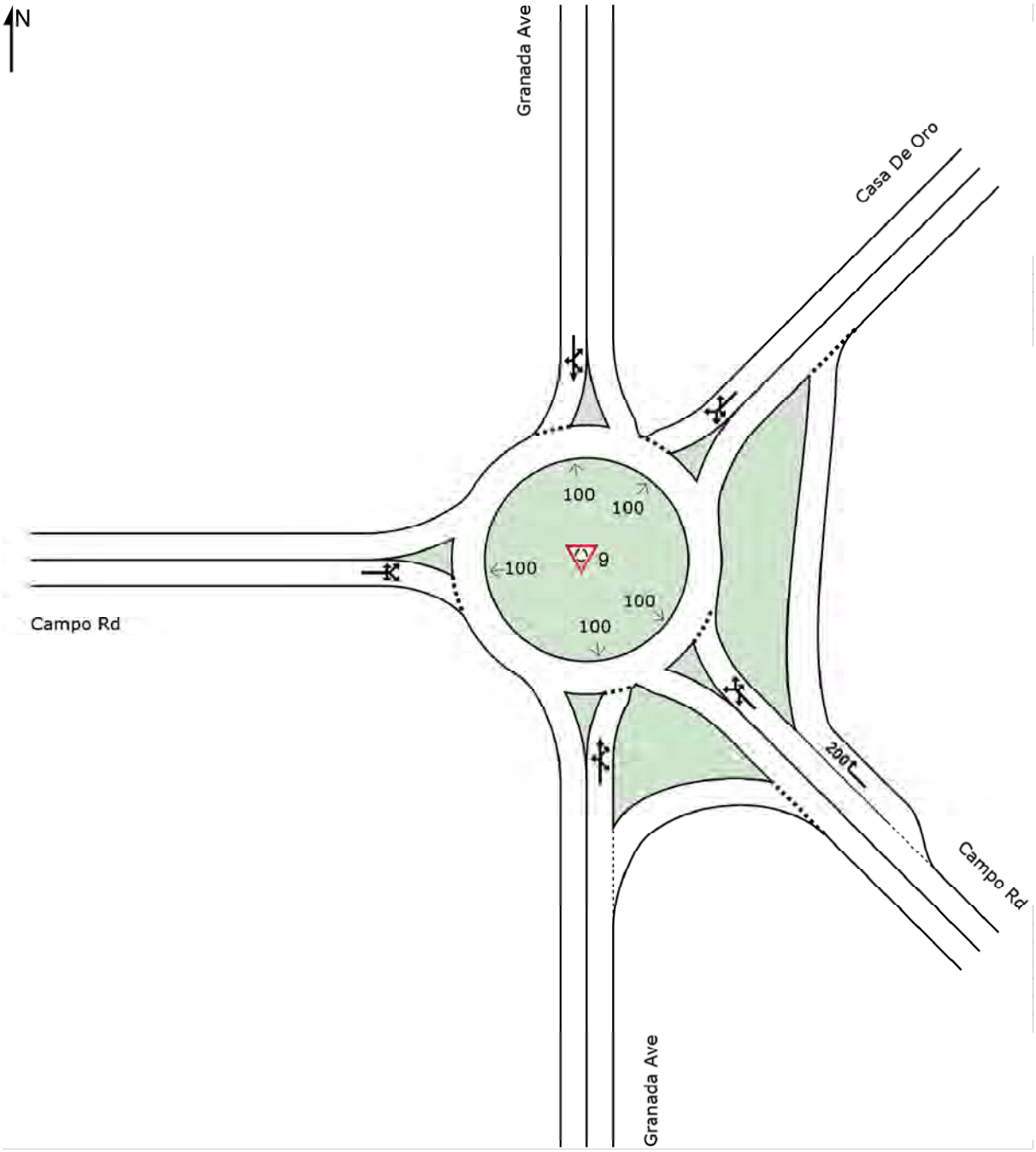
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	562	659	-	-	1044	-	-	284
HCM Lane V/C Ratio	0.064	0.061	-	-	0.04	-	-	0.264
HCM Control Delay (s)	11.8	10.8	-	-	8.6	-	-	22.2
HCM Lane LOS	B	B	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.2	0.2	-	-	0.1	-	-	1

SITE LAYOUT

Site: 9 [Int 9 (Site Folder: General)]

Campo / Granada / CDO 1-Lane
Site Category: HY 2035+P AM
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 9 [Int 9 (Site Folder: General)]

Campo / Granada / CDO 1-Lane
Site Category: HY 2035+P AM
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Granada Ave														
3	L2	27	2.0	35	2.0	0.318	10.5	LOS B	1.4	35.5	0.68	0.69	0.72	32.3
8	T1	1	2.0	1	2.0	0.318	10.5	LOS B	1.4	35.5	0.68	0.69	0.72	32.3
18a	R1	29	2.0	37	2.0	0.318	10.5	LOS B	1.4	35.5	0.68	0.69	0.72	32.0
18b	R3	100	2.0	128	2.0	0.318	9.6	LOS A	1.4	35.5	0.68	0.69	0.72	31.1
Approach		157	2.0	201	2.0	0.318	9.9	LOS A	1.4	35.5	0.68	0.69	0.72	31.5
SouthEast: Campo Rd														
3bx	L3	11	2.0	14	2.0	0.991	43.7	LOS E	60.1	1527.0	1.00	1.81	3.14	21.4
3ax	L1	812	2.0	1068	2.0	0.991	43.7	LOS E	60.1	1527.0	1.00	1.81	3.14	21.1
18ax	R1	30	2.0	39	2.0	0.991	43.7	LOS E	60.1	1527.0	1.00	1.81	3.14	21.1
18x	R2	58	2.0	76	2.0	0.062	3.5	LOS A	0.2	6.2	0.26	0.13	0.26	35.0
Approach		911	2.0	1199	2.0	0.991	41.2	LOS E	60.1	1527.0	0.95	1.70	2.96	21.6
NorthEast: Casa De Oro														
1x	L2	56	2.0	79	2.0	0.922	61.0	LOS F	10.3	260.7	0.96	1.58	3.19	18.7
1ax	L1	19	2.0	27	2.0	0.922	61.0	LOS F	10.3	260.7	0.96	1.58	3.19	18.5
16ax	R1	162	2.0	228	2.0	0.922	61.0	LOS F	10.3	260.7	0.96	1.58	3.19	18.6
16bx	R3	16	2.0	23	2.0	0.922	61.0	LOS F	10.3	260.7	0.96	1.58	3.19	18.2
Approach		253	2.0	356	2.0	0.922	61.0	LOS F	10.3	260.7	0.96	1.58	3.19	18.6
North: Granada Ave														
7b	L3	1	2.0	2	2.0	0.340	19.8	LOS C	1.3	33.0	0.84	0.90	1.06	27.9
7a	L1	46	2.0	70	2.0	0.340	19.8	LOS C	1.3	33.0	0.84	0.90	1.06	27.3
4	T1	3	2.0	5	2.0	0.340	19.8	LOS C	1.3	33.0	0.84	0.90	1.06	27.6
14	R2	17	2.0	26	2.0	0.340	19.8	LOS C	1.3	33.0	0.84	0.90	1.06	26.9
Approach		67	2.0	102	2.0	0.340	19.8	LOS C	1.3	33.0	0.84	0.90	1.06	27.3
West: Campo Rd														
5	L2	35	2.0	46	2.0	0.621	11.6	LOS B	5.7	144.0	0.64	0.50	0.69	31.7
5a	L1	77	2.0	101	2.0	0.621	11.6	LOS B	5.7	144.0	0.64	0.50	0.69	31.3
12a	R1	398	2.0	524	2.0	0.621	11.6	LOS B	5.7	144.0	0.64	0.50	0.69	31.4
12	R2	11	2.0	14	2.0	0.621	11.6	LOS B	5.7	144.0	0.64	0.50	0.69	30.8
Approach		521	2.0	686	2.0	0.621	11.6	LOS B	5.7	144.0	0.64	0.50	0.69	31.4
All Vehicles		1909	2.0	2543	2.0	0.991	32.6	LOS D	60.1	1527.0	0.84	1.25	2.12	23.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

HCM Signalized Intersection Capacity Analysis
4: Kenwood Dr & Campo Rd

HY 2035+P PM
07/13/2021

Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	403	124	638	220	119	706
Future Volume (vph)	403	124	638	220	119	706
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.1	4.0	4.1	4.1	4.4	4.1
Lane Util. Factor	0.95	1.00	0.97	1.00	1.00	0.88
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3539	1583	3433	1863	1770	2787
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	3539	1583	3433	1863	1770	2787
Peak-hour factor, PHF	0.95	0.95	0.97	0.97	0.96	0.96
Adj. Flow (vph)	424	131	658	227	124	735
RTOR Reduction (vph)	0	0	0	0	0	273
Lane Group Flow (vph)	424	131	658	227	124	462
Turn Type	NA	Free	Split	NA	Prot	pm+ov
Protected Phases	6		5	5	3	5
Permitted Phases		Free				3
Actuated Green, G (s)	34.6	90.0	29.8	29.8	12.0	41.8
Effective Green, g (s)	34.6	90.0	29.8	29.8	12.0	41.8
Actuated g/C Ratio	0.38	1.00	0.33	0.33	0.13	0.46
Clearance Time (s)	5.1		4.1	4.1	4.4	4.1
Vehicle Extension (s)	2.0		2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	1360	1583	1136	616	236	1421
v/s Ratio Prot	c0.12		c0.19	0.12	c0.07	0.11
v/s Ratio Perm		c0.08				0.06
v/c Ratio	0.31	0.08	0.58	0.37	0.53	0.33
Uniform Delay, d1	19.4	0.0	24.9	22.9	36.3	15.2
Progression Factor	1.00	1.00	0.98	0.95	1.00	1.00
Incremental Delay, d2	0.6	0.1	0.4	0.1	1.0	0.0
Delay (s)	20.0	0.1	24.9	21.8	37.3	15.3
Level of Service	B	A	C	C	D	B
Approach Delay (s)	15.3			24.1	18.4	
Approach LOS	B			C	B	

Intersection Summary			
HCM 2000 Control Delay	19.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	47.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
5: New Road A/Conrad Dr & Campo Rd

HY 2035+P PM
07/13/2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	155	945	95	48	674	60	78	19	46	91	34	181
Future Volume (vph)	155	945	95	48	674	60	78	19	46	91	34	181
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.1	5.1		5.1	5.1		5.1	5.1			5.8	4.1
Lane Util. Factor	1.00	1.00		1.00	0.95		1.00	1.00			1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Frt	1.00	0.99		1.00	0.99		1.00	0.89			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.96	1.00
Satd. Flow (prot)	1770	1834		1770	3492		1770	1666			1798	1583
Flt Permitted	0.95	1.00		0.12	1.00		0.67	1.00			0.62	1.00
Satd. Flow (perm)	1770	1834		215	3492		1249	1666			1154	1583
Peak-hour factor, PHF	0.93	0.93	0.93	0.96	0.96	0.96	0.92	0.92	0.92	0.93	0.93	0.93
Adj. Flow (vph)	167	1016	102	50	702	62	85	21	50	98	37	195
RTOR Reduction (vph)	0	3	0	0	8	0	0	40	0	0	0	105
Lane Group Flow (vph)	167	1115	0	50	757	0	85	31	0	0	135	90
Confl. Bikes (#/hr)			1			1						
Turn Type	Prot	NA		Perm	NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	1!	8!			2!			4!			7!	1
Permitted Phases				2!			4!			7!		7
Actuated Green, G (s)	11.8	62.2		43.0	43.0		17.6	17.6			20.2	32.0
Effective Green, g (s)	11.8	62.2		43.0	43.0		17.6	17.6			20.2	32.0
Actuated g/C Ratio	0.13	0.69		0.48	0.48		0.20	0.20			0.22	0.36
Clearance Time (s)	4.1	5.1		5.1	5.1		5.1	5.1			5.8	4.1
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0			2.0	2.0
Lane Grp Cap (vph)	232	1267		102	1668		244	325			259	562
v/s Ratio Prot	0.09	c0.61			0.22			0.02				0.02
v/s Ratio Perm				0.23			0.07				c0.12	0.04
v/c Ratio	0.72	0.88		0.49	0.45		0.35	0.09			0.52	0.16
Uniform Delay, d1	37.5	11.0		16.0	15.7		31.2	29.7			30.7	19.8
Progression Factor	1.16	0.84		1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	8.2	6.9		15.9	0.9		0.3	0.0			0.9	0.0
Delay (s)	51.7	16.1		31.9	16.6		31.6	29.7			31.5	19.9
Level of Service	D	B		C	B		C	C			C	B
Approach Delay (s)		20.7			17.5			30.7			24.6	
Approach LOS		C			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	20.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	87.3%	ICU Level of Service	E
Analysis Period (min)	15		

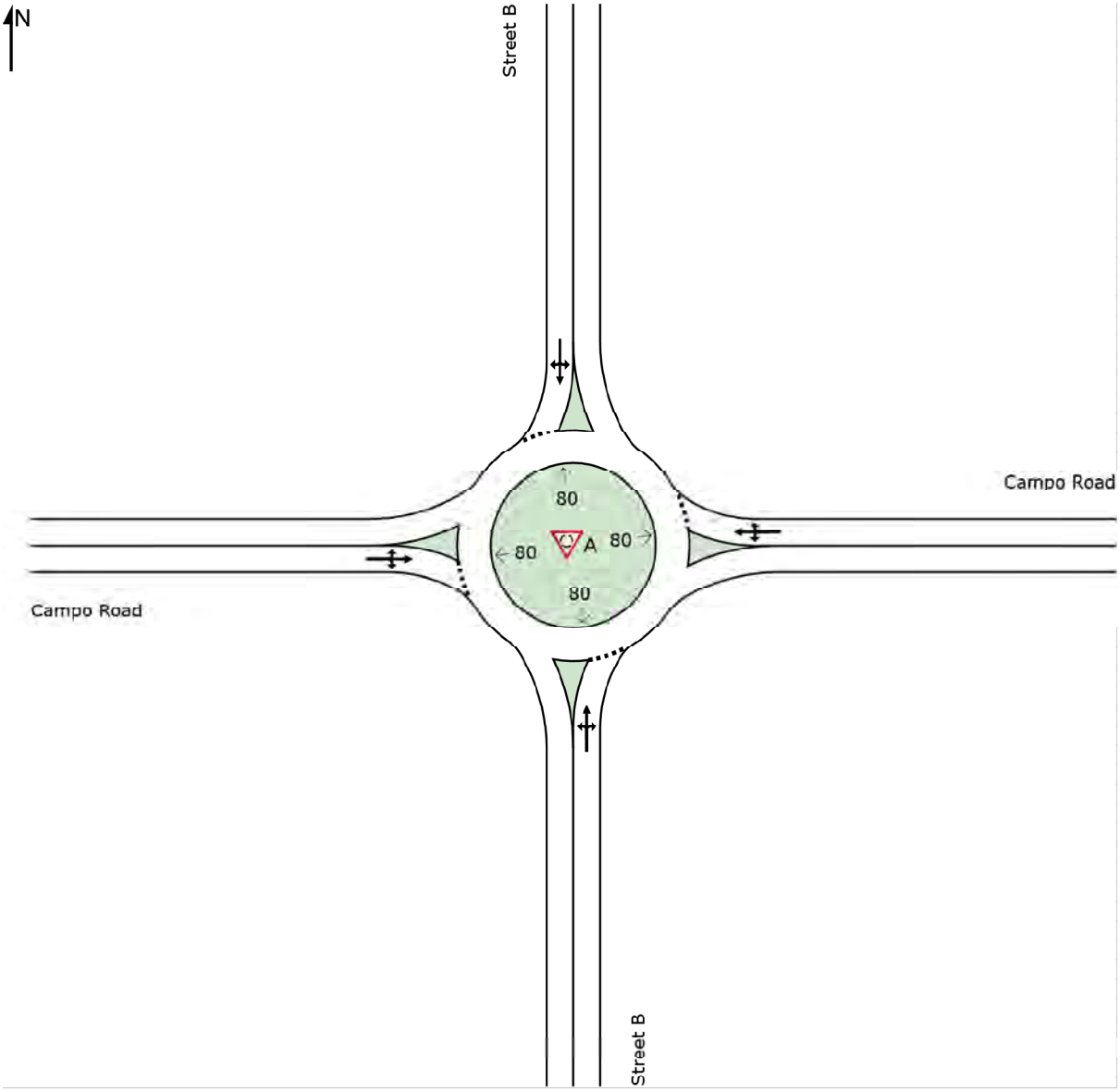
! Phase conflict between lane groups.
c Critical Lane Group

SITE LAYOUT

Site: A [Int. A (Site Folder: General)]

Campo Road / Street B
Site Category: HY 2035+P PM
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: A [Int. A (Site Folder: General)]

Campo Road / Street B
Site Category: HY 2035+P PM
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Street B														
3	L2	130	2.0	153	2.0	0.473	18.9	LOS C	2.3	57.4	0.81	0.92	1.21	27.2
8	T1	1	2.0	1	2.0	0.473	18.9	LOS C	2.3	57.4	0.81	0.92	1.21	27.3
18	R2	32	2.0	38	2.0	0.473	18.9	LOS C	2.3	57.4	0.81	0.92	1.21	26.7
Approach		163	2.0	192	2.0	0.473	18.9	LOS C	2.3	57.4	0.81	0.92	1.21	27.1
East: Campo Road														
1	L2	32	2.0	38	2.0	0.864	24.2	LOS C	29.9	760.5	1.00	1.29	2.00	26.7
6	T1	749	2.0	881	2.0	0.864	24.2	LOS C	29.9	760.5	1.00	1.29	2.00	26.7
16	R2	16	2.0	19	2.0	0.864	24.2	LOS C	29.9	760.5	1.00	1.29	2.00	26.2
Approach		797	2.0	938	2.0	0.864	24.2	LOS C	29.9	760.5	1.00	1.29	2.00	26.7
North: Street B														
7	L2	16	2.0	19	2.0	0.175	10.7	LOS B	0.6	16.3	0.71	0.71	0.71	31.2
4	T1	1	2.0	1	2.0	0.175	10.7	LOS B	0.6	16.3	0.71	0.71	0.71	31.3
14	R2	49	2.0	58	2.0	0.175	10.7	LOS B	0.6	16.3	0.71	0.71	0.71	30.6
Approach		66	2.0	78	2.0	0.175	10.7	LOS B	0.6	16.3	0.71	0.71	0.71	30.7
West: Campo Road														
5	L2	49	2.0	58	2.0	1.142	89.8	LOS F	193.0	4901.3	1.00	1.31	2.34	15.0
2	T1	1049	2.0	1234	2.0	1.142	89.8	LOS F	193.0	4901.3	1.00	1.31	2.34	15.0
12	R2	130	2.0	153	2.0	1.142	89.8	LOS F	193.0	4901.3	1.00	1.31	2.34	14.9
Approach		1228	2.0	1445	2.0	1.142	89.8	LOS F	193.0	4901.3	1.00	1.31	2.34	15.0
All Vehicles		2254	2.0	2652	2.0	1.142	59.2	LOS F	193.0	4901.3	0.98	1.26	2.09	18.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	49	890	97	32	700	16	0	0	52	0	0	65
Future Vol, veh/h	49	890	97	32	700	16	0	0	52	0	0	65
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	-	-	0	-	-	-	-	0	-	-	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	53	967	105	35	761	17	0	0	57	0	0	71

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	778	0	0	1072	0	0	-	-	1020	-	-	770
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.12	-	-	4.12	-	-	-	-	6.22	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	-	-	3.318	-	-	3.318
Pot Cap-1 Maneuver	839	-	-	650	-	-	0	0	287	0	0	401
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	839	-	-	650	-	-	-	-	287	-	-	401
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.5	20.6	15.9
HCM LOS			C	C

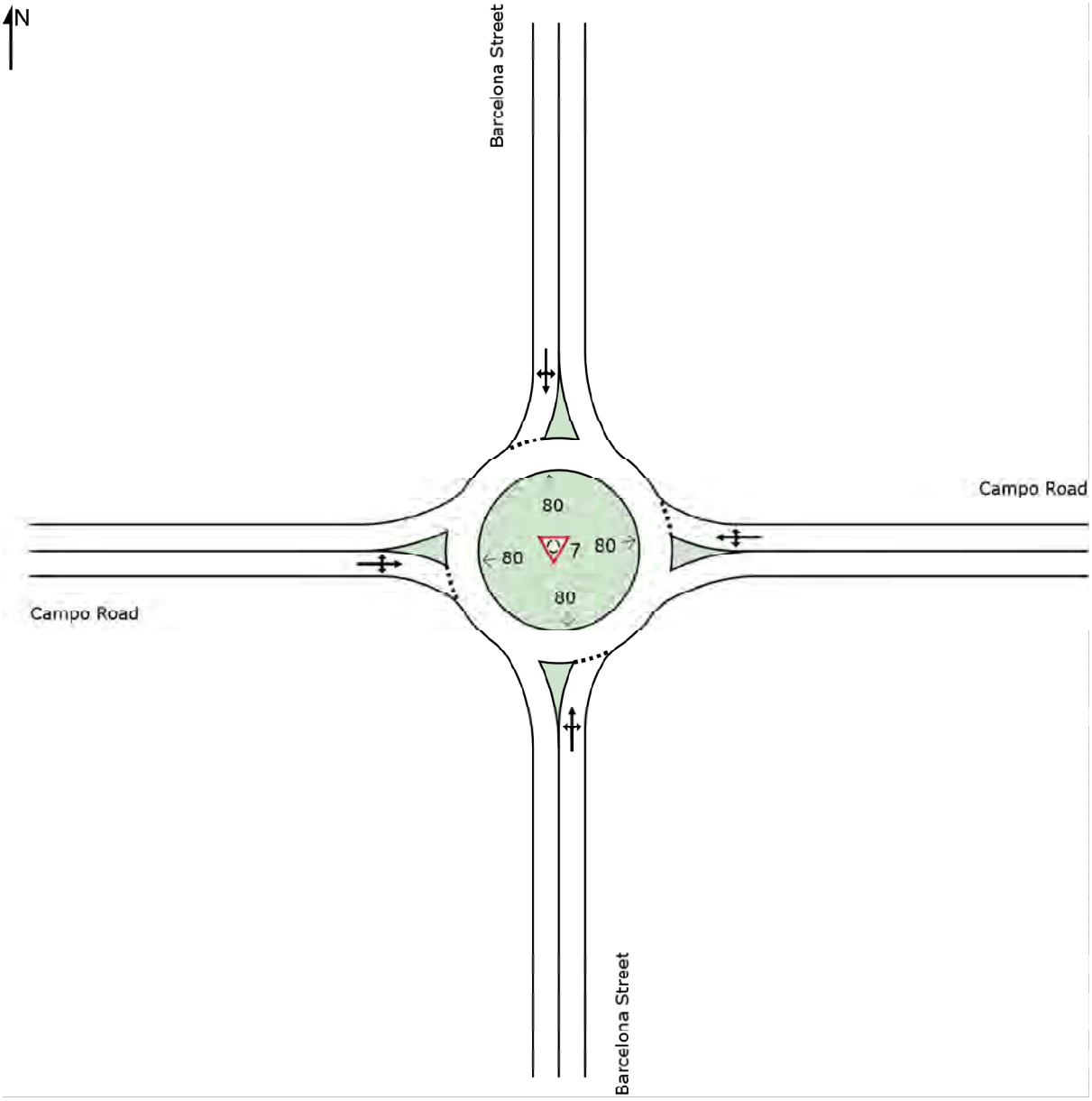
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	287	839	-	-	650	-	-	401
HCM Lane V/C Ratio	0.197	0.063	-	-	0.054	-	-	0.176
HCM Control Delay (s)	20.6	9.6	-	-	10.9	-	-	15.9
HCM Lane LOS	C	A	-	-	B	-	-	C
HCM 95th %tile Q(veh)	0.7	0.2	-	-	0.2	-	-	0.6

SITE LAYOUT

Site: 7 [Int. 7 (Site Folder: General)]

Campo Road / Barcelona Street
Site Category: HY 2035+P PM
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 6 [Int. 6 (Site Folder: General)]

Campo Road / Bonita Street
Site Category: HY 2035+P PM
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Bonita Street														
3	L2	85	2.0	98	2.0	0.388	13.9	LOS B	1.8	45.8	0.74	0.81	0.98	29.4
8	T1	17	2.0	20	2.0	0.388	13.9	LOS B	1.8	45.8	0.74	0.81	0.98	29.5
18	R2	63	2.0	72	2.0	0.388	13.9	LOS B	1.8	45.8	0.74	0.81	0.98	28.8
Approach		165	2.0	190	2.0	0.388	13.9	LOS B	1.8	45.8	0.74	0.81	0.98	29.2
East: Campo Road														
1	L2	27	2.0	28	2.0	0.584	10.6	LOS B	4.3	110.2	0.59	0.43	0.59	31.8
6	T1	569	2.0	593	2.0	0.584	10.6	LOS B	4.3	110.2	0.59	0.43	0.59	31.8
16	R2	22	2.0	23	2.0	0.584	10.6	LOS B	4.3	110.2	0.59	0.43	0.59	31.1
Approach		618	2.0	644	2.0	0.584	10.6	LOS B	4.3	110.2	0.59	0.43	0.59	31.8
North: Bonita Street														
7	L2	38	2.0	60	2.0	0.262	9.0	LOS A	1.1	27.6	0.66	0.66	0.66	31.8
4	T1	21	2.0	33	2.0	0.262	9.0	LOS A	1.1	27.6	0.66	0.66	0.66	31.8
14	R2	46	2.0	73	2.0	0.262	9.0	LOS A	1.1	27.6	0.66	0.66	0.66	31.1
Approach		105	2.0	167	2.0	0.262	9.0	LOS A	1.1	27.6	0.66	0.66	0.66	31.5
West: Campo Road														
5	L2	66	2.0	72	2.0	0.834	20.2	LOS C	19.1	484.2	0.87	0.67	1.07	27.9
2	T1	778	2.0	846	2.0	0.834	20.2	LOS C	19.1	484.2	0.87	0.67	1.07	28.0
12	R2	64	2.0	70	2.0	0.834	20.2	LOS C	19.1	484.2	0.87	0.67	1.07	27.4
Approach		908	2.0	987	2.0	0.834	20.2	LOS C	19.1	484.2	0.87	0.67	1.07	27.9
All Vehicles		1796	2.0	1987	2.0	0.834	15.6	LOS C	19.1	484.2	0.75	0.61	0.87	29.5

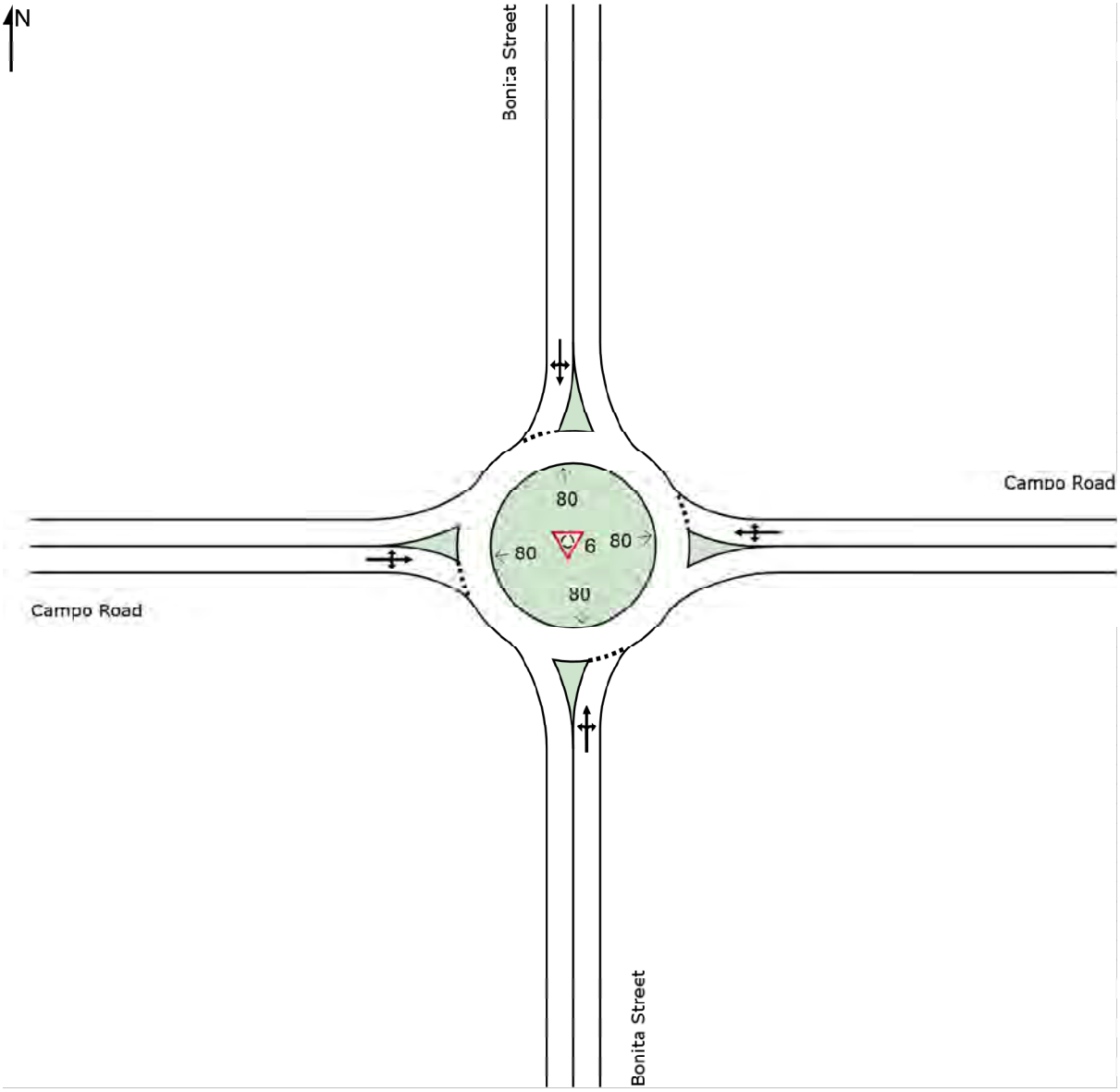
Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 6 [Int. 6 (Site Folder: General)]

Campo Road / Bonita Street
Site Category: HY 2035+P PM
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 7 [Int. 7 (Site Folder: General)]

Campo Road / Barcelona Street
Site Category: HY 2035+P PM
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Barcelona Street														
3	L2	169	2.0	180	2.0	0.386	10.3	LOS B	2.0	50.3	0.69	0.73	0.82	30.6
8	T1	11	2.0	12	2.0	0.386	10.3	LOS B	2.0	50.3	0.69	0.73	0.82	30.6
18	R2	72	2.0	77	2.0	0.386	10.3	LOS B	2.0	50.3	0.69	0.73	0.82	29.9
Approach		252	2.0	268	2.0	0.386	10.3	LOS B	2.0	50.3	0.69	0.73	0.82	30.4
East: Campo Road														
1	L2	98	2.0	101	2.0	0.513	9.3	LOS A	3.4	86.4	0.55	0.40	0.55	32.1
6	T1	419	2.0	432	2.0	0.513	9.3	LOS A	3.4	86.4	0.55	0.40	0.55	32.1
16	R2	23	2.0	24	2.0	0.513	9.3	LOS A	3.4	86.4	0.55	0.40	0.55	31.4
Approach		540	2.0	557	2.0	0.513	9.3	LOS A	3.4	86.4	0.55	0.40	0.55	32.1
North: Barcelona Street														
7	L2	26	2.0	34	2.0	0.169	7.6	LOS A	0.7	16.9	0.63	0.63	0.63	32.5
4	T1	30	2.0	39	2.0	0.169	7.6	LOS A	0.7	16.9	0.63	0.63	0.63	32.6
14	R2	26	2.0	34	2.0	0.169	7.6	LOS A	0.7	16.9	0.63	0.63	0.63	31.8
Approach		82	2.0	108	2.0	0.169	7.6	LOS A	0.7	16.9	0.63	0.63	0.63	32.3
West: Campo Road														
5	L2	12	2.0	12	2.0	0.786	17.8	LOS C	18.4	467.2	0.83	0.85	1.29	28.9
2	T1	570	2.0	588	2.0	0.786	17.8	LOS C	18.4	467.2	0.83	0.85	1.29	28.9
12	R2	272	2.0	280	2.0	0.786	17.8	LOS C	18.4	467.2	0.83	0.85	1.29	28.3
Approach		854	2.0	880	2.0	0.786	17.8	LOS C	18.4	467.2	0.83	0.85	1.29	28.7
All Vehicles		1728	2.0	1813	2.0	0.786	13.5	LOS B	18.4	467.2	0.71	0.68	0.95	30.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	69	408	19	31	421	32	0	0	33	0	0	87
Future Vol, veh/h	69	408	19	31	421	32	0	0	33	0	0	87
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	-	-	0	-	-	-	-	0	-	-	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	75	443	21	34	458	35	0	0	36	0	0	95

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	493	0	0	464	0	0	-	-	454	-	-	476
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.12	-	-	4.12	-	-	-	-	6.22	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	-	-	3.318	-	-	3.318
Pot Cap-1 Maneuver	1071	-	-	1097	-	-	0	0	606	0	0	589
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1071	-	-	1097	-	-	-	-	606	-	-	589
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.2	0.5	11.3	12.3
HCM LOS			B	B

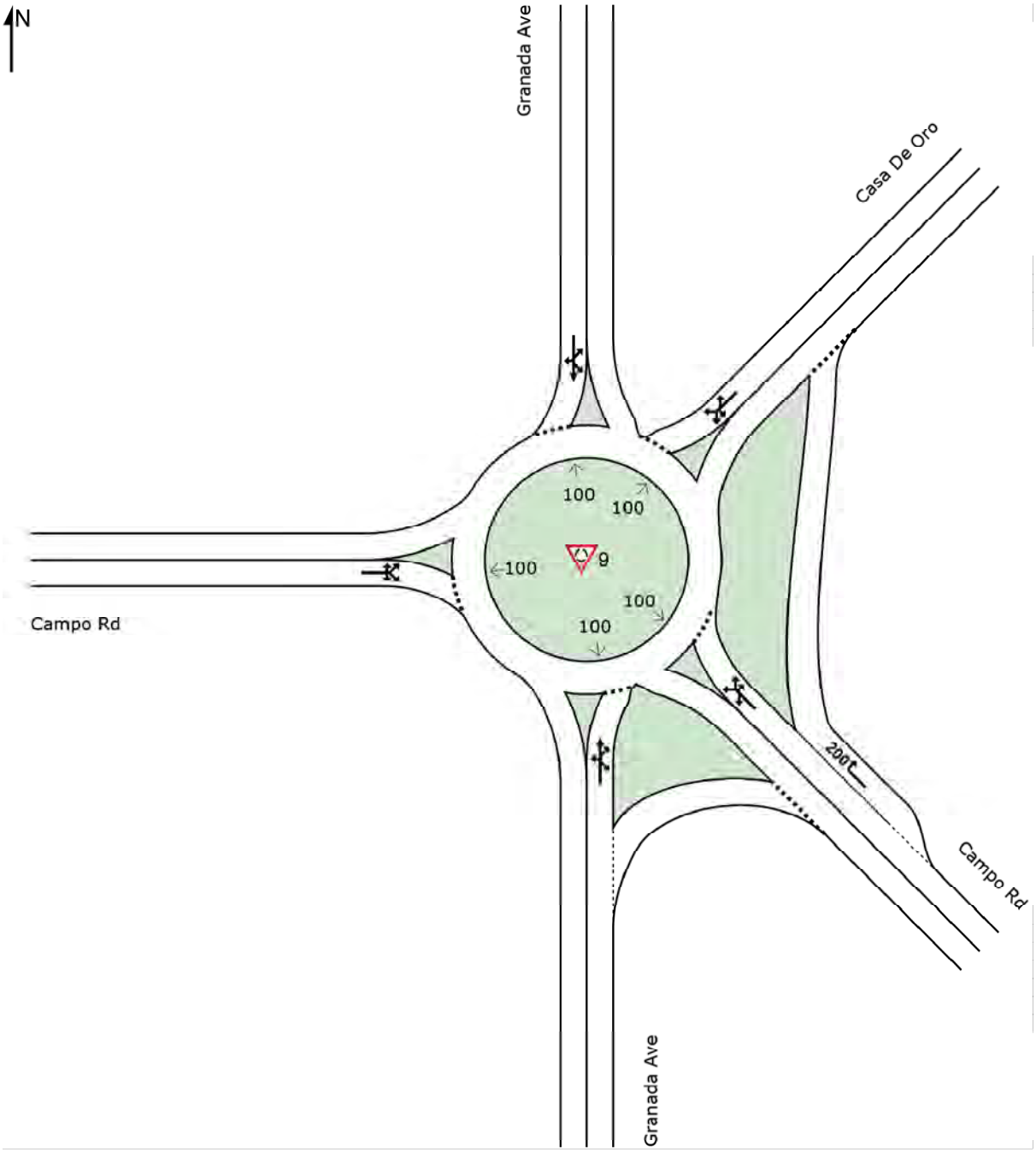
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	606	1071	-	-	1097	-	-	589
HCM Lane V/C Ratio	0.059	0.07	-	-	0.031	-	-	0.161
HCM Control Delay (s)	11.3	8.6	-	-	8.4	-	-	12.3
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0.2	-	-	0.1	-	-	0.6

SITE LAYOUT

Site: 9 [Int 9 (Site Folder: General)]

Campo / Granada / CDO 1-Lane
Site Category: HY 2035+P PM
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 9 [Int 9 (Site Folder: General)]

Campo / Granada / CDO 1-Lane
Site Category: HY 2035+P PM
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Granada Ave														
3	L2	15	2.0	19	2.0	0.189	9.8	LOS A	0.7	18.5	0.67	0.67	0.67	32.6
8	T1	1	2.0	1	2.0	0.189	9.8	LOS A	0.7	18.5	0.67	0.67	0.67	32.6
18a	R1	8	2.0	10	2.0	0.189	9.8	LOS A	0.7	18.5	0.67	0.67	0.67	32.3
18b	R3	56	2.0	72	2.0	0.189	8.8	LOS A	0.7	18.5	0.67	0.67	0.67	31.4
Approach		80	2.0	103	2.0	0.189	9.1	LOS A	0.7	18.5	0.67	0.67	0.67	31.7
SouthEast: Campo Rd														
3bx	L3	22	2.0	29	2.0	0.438	7.6	LOS A	2.6	64.9	0.43	0.29	0.43	32.2
3ax	L1	359	2.0	472	2.0	0.438	7.6	LOS A	2.6	64.9	0.43	0.29	0.43	31.5
18ax	R1	13	2.0	17	2.0	0.438	7.6	LOS A	2.6	64.9	0.43	0.29	0.43	31.5
18x	R2	51	2.0	67	2.0	0.055	3.4	LOS A	0.2	5.4	0.25	0.13	0.25	35.0
Approach		445	2.0	586	2.0	0.438	7.1	LOS A	2.6	64.9	0.41	0.27	0.41	31.9
NorthEast: Casa De Oro														
1x	L2	45	2.0	63	2.0	0.267	7.8	LOS A	1.2	30.0	0.62	0.60	0.62	33.0
1ax	L1	5	2.0	7	2.0	0.267	7.8	LOS A	1.2	30.0	0.62	0.60	0.62	32.6
16ax	R1	90	2.0	127	2.0	0.267	7.8	LOS A	1.2	30.0	0.62	0.60	0.62	32.7
16bx	R3	4	2.0	6	2.0	0.267	7.8	LOS A	1.2	30.0	0.62	0.60	0.62	31.7
Approach		144	2.0	203	2.0	0.267	7.8	LOS A	1.2	30.0	0.62	0.60	0.62	32.7
North: Granada Ave														
7b	L3	1	2.0	2	2.0	0.111	6.9	LOS A	0.4	10.9	0.61	0.60	0.61	33.1
7a	L1	32	2.0	48	2.0	0.111	6.9	LOS A	0.4	10.9	0.61	0.60	0.61	32.4
4	T1	3	2.0	5	2.0	0.111	6.9	LOS A	0.4	10.9	0.61	0.60	0.61	32.7
14	R2	11	2.0	17	2.0	0.111	6.9	LOS A	0.4	10.9	0.61	0.60	0.61	31.8
Approach		47	2.0	71	2.0	0.111	6.9	LOS A	0.4	10.9	0.61	0.60	0.61	32.3
West: Campo Rd														
5	L2	12	2.0	16	2.0	0.759	16.0	LOS C	13.7	348.6	0.77	0.66	0.99	29.9
5a	L1	96	2.0	126	2.0	0.759	16.0	LOS C	13.7	348.6	0.77	0.66	0.99	29.6
12a	R1	546	2.0	718	2.0	0.759	16.0	LOS C	13.7	348.6	0.77	0.66	0.99	29.7
12	R2	11	2.0	14	2.0	0.759	16.0	LOS C	13.7	348.6	0.77	0.66	0.99	29.1
Approach		665	2.0	875	2.0	0.759	16.0	LOS C	13.7	348.6	0.77	0.66	0.99	29.7
All Vehicles		1381	2.0	1837	2.0	0.759	11.5	LOS B	13.7	348.6	0.63	0.53	0.73	30.9

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Roundabout LOS Method: Same as Sign Control.
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LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.