

Darnell & Associates

TRANSPORTATION PLANNING & TRAFFIC ENGINEERING

March 22, 2022

Mr. David Carattini
6 Carat Enterprises, Inc.
270 North El Camino Real Suite 523
Encinitas, CA 92024

D&A Ref. No:190604

Subject: Local Mobility Analysis (LMA) and Vehicle Miles Traveled (VMT) for Miller Plaza Exxon Mobil/Circle K Project located at the northeast corner of Valley Center Road and Miller Road in Valley Canter (County Project No. PDS 2020-STP-00-013 M3).

Dear Mr. Carattini,

In accordance with your authorization, I have prepared this letter report addressing your proposal to modify the approved Miller Plaza Gasoline/C-Store (3,022 square foot) with 16 fueling stations and a 1,250 square foot Fast Food use shown on Figure 1 to eliminate the 1,250 square foot Fast Food restaurant and add a 3,250 square foot Automated Car Wash and increase the C-Store to 4,272 square feet with 16 Fueling Stations as shown on Figure 2, that was recently approved by the County of San Diego Planning manager. Figure 3 presents the proposed Exxon Mobil and Circle K Building C development.

The Miller Plaza Project was approved in October 31, 2012 and is nearing the completion of the grading of the site. A copy of the conditions of approval are in Attachment A. The purpose of the analysis is to document any changes in trip generation that would occur. Should additional traffic not be generated our analysis concludes the revised site plan will not generate additional traffic that would require its assessment and/or additional mitigation.

Figure 1 is a copy of the original site plan and Figure 3 presents the proposed change to add the 3,300 square feet Automated Car Wash, eliminating the 1,250 sq. ft. Fast Food restaurant and increasing the C-Store from 3,022 square feet to 4257 square feet to the Miller Plaza Building C site. Table 1 presents the approved trip generation rates and resulting trip generation of the approved project site plan shown on Figure 1. Review of Table 1 shows the original project was estimated to generate 4,823 daily, 316 AM and 372 PM peak hour trips. With Pass-By reductions the approved project will generate 2,464 daily, 162 AM, and 190 PM peak hour trips.

The next step in the analysis process, we prepared Table 2 showing the project trip generation with the proposed County Planning Manager changes to the Gasoline/C-Store, addition of the Automated Car Wash and elimination of the 1,250 square foot Fast Food use and addition of 52 square feet of specialty retail use to Building B. Review of Table 2 shows the revised project will generate 3,868 daily, 291 AM (In 151/ Out 140) and 329 PM (In 163/ Out 166) trips. With pass-by reduction the project will generate 1,927 daily, 147 AM (In 78/ Out 69) and 165 PM (In 82/ Out 83) trips.

We then prepared Table 3 comparing the revised project site trip generation of the approved Miller Plaza site (shown on Figure 1) to the trip generation with the proposed Gasoline/C-Store and Automated Car Wash and addition of 52 square feet of specialty retail use to Building B shown changes on Figure 2. Table 3 shows the proposed site plan will generate less traffic then the approved site plan. Further review of Table 3 shows the proposed changes to Miller Plaza shown on Figure 2 will result in a reduction of 955 daily, 25 AM (In 17/ Out 8), and 43 PM (In 22/ Out 21) trips.

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The next step in our analysis, we prepared Table 4, comparing the Approved trip generation of Building C to the proposed trip generation for Building C. Review of Table 4 shows the trip generation of Building C gasoline/ C-Store with automated carwash will generate 955 fewer daily, 25 fewer AM and 43 fewer PM peak hour trips to be added to the surrounding roadways. Therefore it can be concluded that additional traffic analysis is screened out and not required.

Vehicle Miles Travelled (VMT) Analysis

The final step in our analysis, we have reviewed the County of San Diego Transportation Guidelines dated June 24, 2020 to determine if Vehicle Miles Traveled Analysis is required.

The Governor's Office of Planning and Research (OPR) provided a Technical Advisory on evaluating transportation impacts for CEQA in 2018. The advisory states adding retail opportunities improve destination proximity and tend to reduce VMT. Retail projects consisting of less than 50,000 square feet are considered *locally-serving* and lead agencies may presume such development creates a less than significant impact for transportation.

The proposed retail project consisting of a 4,257 Convenience Store with 16 vehicle fueling positions and 3,300 square foot Automated Car Wash is less than 50,000 square feet and is considered to have a less than significant impacts and is screened from further VMT analysis or mitigation.

In summary the proposed changes to the Miller Plaza site plan will result in fewer daily and peak hour trips being generated. Therefore, additional traffic analysis is not required and the project is screened out of requiring Vehicle Miles Traveled (VMT) Analysis. I trust this report will satisfy the County requirements.

Please feel free to contact our office should you have any questions or comments.

Sincerely,

DARNELL & ASSOCIATES, INC.



Bill E. Darnell, P.E.

RCE: 22338

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Table 1 - Approved Project Trip Generation Rates & Calculations

Trip Generation Rates									
Land Use	Daily Trip Rate	% Pass/ Diverted Reduction ^(a)	AM Peak Hour			PM Peak Hour			
			Total (% of Daily)	% In	% Out	Total (% of Daily)	% In	% Out	
Specialty Retail	40 Daily Trips/ksf	55%	3%	60%	40%	9%	50%	50%	
Commercial Office	20 Daily Trips/ksf	23%	14%	90%	10%	13%	20%	80%	
Fast Food w/Drive Thru	650 Daily Trips/ksf	49%	7%	50%	50%	7%	50%	50%	
Fast Food w/o Drive Thru	700 Daily Trips/ksf	49%	5%	60%	40%	7%	50%	50%	
Fueling Station w/C-Store	160 Daily Trips/fs	49%	7%	50%	50%	8%	50%	50%	
Total Driveway Trips									
Building	Land Use	No. of Units	Daily	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
A	Specialty Retail	2,100 ksf	84	3	2	1	8	4	4
	Fast Food w/Drive Thru	1,650 ksf	1,073	75	38	37	75	38	37
	Sub-Total Bldg. A:	3,750 ksf	1,157	78	40	38	83	42	41
B	Commercial Office	3,615 ksf	72	10	9	1	9	2	7
	Specialty Retail	3,968 ksf	159	5	3	2	14	7	7
	Sub-Total Bldg. B:	7,583 ksf	231	15	12	3	23	9	14
C	Fueling Station w/C-Store (3,022 ksf)	16 fs	2,560	179	90	89	205	103	102
	Fast Food w/o Drive Thru	1,250 ksf	875	44	26	18	61	31	30
	Sub-Total Bldg. C:	4,272 ksf	3,435	223	116	107	266	134	132
Grand-Total Buildings A, B, & C:		15,605 ksf	4,823	316	168	148	372	185	187
Pass-By/Diverted Trips									
Building	Land Use	No. of Units	Daily	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
A	Specialty Retail	2,100 ksf	46	2	1	1	5	2	3
	Fast Food w/Drive Thru	1,650 ksf	526	37	19	18	37	19	18
	Sub-Total Bldg. A:	3,750 ksf	572	39	20	19	42	21	21
B	Commercial Office	3,615 ksf	17	2	1	1	2	0	2
	Specialty Retail	3,968 ksf	87	3	2	1	8	4	4
	Sub-Total Bldg. B:	7,583 ksf	104	5	3	2	10	4	6
C	Fueling Station w/C-Store (3,022 ksf)	16 fs	1,254	88	44	44	100	50	50
	Fast Food w/o Drive Thru	1,250 ksf	429	22	13	9	30	15	15
	Sub-Total Bldg. C:	4,272 ksf	1,683	110	57	53	130	65	65
Grand-Total Buildings A, B, & C:		15,605 ksf	2,359	154	80	74	182	90	92
Net New Trips									
Building	Land Use	No. of Units	Daily	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
A	Specialty Retail	2,100 ksf	38	1	1	0	3	2	1
	Fast Food w/Drive Thru	1,650 ksf	547	38	19	19	38	19	19
	Sub-Total Bldg. A:	3,750 ksf	585	39	20	19	41	21	20
B	Commercial Office	3,615 ksf	55	8	8	0	7	2	5
	Specialty Retail	3,968 ksf	72	2	1	1	6	3	3
	Sub-Total Bldg. B:	7,583 ksf	127	10	9	1	13	5	8
C	Fueling Station w/C-Store (3,022 ksf)	16 fs	1,306	91	46	45	105	53	52
	Fast Food w/o Drive Thru	1,250 ksf	446	22	13	9	31	16	15
	Sub-Total Bldg. C:	4,272 ksf	1,752	113	59	54	136	69	67
Grand-Total Buildings A, B, & C:		15,605 ksf	2,464	162	88	74	190	95	95

(a) A pass-by trip is a trip that is deviated from the roadway to a site for a stop-over to sites such as retail establishments, banks, restaurants, service stations, etc. These are trips made to a site from traffic already "passing by" that site on an adjacent street that contains direct access to the generator. These are existing vehicle trips in a community.
ksf = 1,000 square feet; fs = Fueling Station; Rates per SANDAG Trip Generation Guide

Table 2 - Proposed Project Trip Generation Rates & Calculations

Trip Generation Rates									
Land Use	Daily Trip Rate	% Pass/ Diverted Reduction ^(a)	AM Peak Hour			PM Peak Hour			
			Total (% of Daily)	% In	% Out	Total (% of Daily)	% In	% Out	
Specialty Retail	40 Daily Trips/ksf	55%	3%	60%	40%	9%	50%	50%	
Commercial Office	20 Daily Trips/ksf	23%	14%	90%	10%	13%	20%	80%	
Fast Food w/Drive Thru	650 Daily Trips/ksf	49%	7%	50%	50%	7%	50%	50%	
Fast Food w/o Drive Thru	700 Daily Trips/ksf	49%	5%	60%	40%	7%	50%	50%	
Fueling Station w/C-Store	160 Daily Trips/fs	49%	7%	50%	50%	8%	50%	50%	
Fueling Station w/C-Store & Car-wash	155 Daily Trips/fs	49%	8%	50%	50%	9%	50%	50%	
Total Driveway Trips									
Building	Land Use	No. of Units	Daily	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
A	Specialty Retail	2,152 ksf	86	3	2	1	8	4	4
	Fast Food w/Drive Thru	1,650 ksf	1,073	75	38	37	75	38	37
	Sub-Total Bldg. A:	3,802 ksf	1,159	78	40	38	83	42	41
B	Commercial Office	3,615 ksf	72	10	9	1	9	2	7
	Specialty Retail	3,968 ksf	159	5	3	2	14	7	7
	Sub-Total Bldg. B:	7,583 ksf	231	15	12	3	23	9	14
C	Fueling Station w/C-Store (4,272 ksf)	16 fs	2,480	198	99	99	223	112	111
	with Car-wash	7,472 ksf	-	-	-	-	-	-	-
	Sub-Total Bldg. C:	7,472 ksf	2,480	198	99	99	223	112	111
Grand-Total Buildings A, B, & C:		18,857 ksf	3,870	291	151	140	329	163	166
Pass-By/Diverted Trips									
Building	Land Use	No. of Units	Daily	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
A	Specialty Retail	2,152 ksf	47	2	1	1	5	2	3
	Fast Food w/Drive Thru	1,650 ksf	526	37	19	18	37	19	18
	Sub-Total Bldg. A:	3,802 ksf	573	39	20	19	42	21	21
B	Commercial Office	3,615 ksf	17	2	1	1	2	0	2
	Specialty Retail	3,968 ksf	87	3	2	1	8	4	4
	Sub-Total Bldg. B:	7,583 ksf	104	5	3	2	10	4	6
C	Fueling Station w/C-Store (3,022 ksf)	16 fs	1,215	98	49	49	111	56	55
	with Car-wash	7,472 ksf	-	-	-	-	-	-	-
	Sub-Total Bldg. C:	7,472 ksf	1,215	98	49	49	111	56	55
Grand-Total Buildings A, B, & C:		18,857 ksf	1,892	142	72	70	163	81	82
Net New Trips									
Building	Land Use	No. of Units	Daily	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
A	Specialty Retail	2,152 ksf	39	1	1	0	3	2	1
	Fast Food w/Drive Thru	1,650 ksf	547	38	19	19	38	19	19
	Sub-Total Bldg. A:	3,802 ksf	586	39	20	19	41	21	20
B	Commercial Office	3,615 ksf	55	8	8	0	7	2	5
	Specialty Retail	3,968 ksf	72	2	1	1	6	3	3
	Sub-Total Bldg. B:	7,583 ksf	127	10	9	1	13	5	8
C	Fueling Station w/C-Store (3,022 ksf)	16 fs	1,215	98	49	49	111	56	55
	with Car-wash	7,472 ksf	-	-	-	-	-	-	-
	Sub-Total Bldg. C:	7,472 ksf	1,215	98	49	49	111	56	55
Grand-Total Buildings A, B, & C:		18,857 ksf	1,928	147	78	69	165	82	83

(a) A pass-by trip is a trip that is deviated from the roadway to a site for a stop-over to sites such as retail establishments, banks, restaurants, service stations, etc. These are trips made to a site from traffic already "passing by" that site on an adjacent street that contains direct access to the generator. These are existing vehicle trips in a community.
ksf = 1,000 square feet; fs = Fueling Station; Rates per SANDAG Trip Generation Guide

Table 3 – Comparison of Total Approved Project Trip Generation and Total Proposed Project Trip Generation						
Approved Project Traffic Volumes						
Daily	AM Peak			PM Peak		
	Total	In	Out	Total	In	Out
4,823	316	168	148	372	185	187
Proposed Project Traffic Volumes						
Daily	AM Peak			PM Peak		
	Total	In	Out	Total	In	Out
3870	291	151	140	329	163	166
Net Change with Proposed Project Traffic Volumes						
Daily	AM Peak			PM Peak		
	Total	In	Out	Total	In	Out
-953	-25	-17	-8	-43	-22	-21

Table 4 – Comparison of Approved Project Trip Generation and Proposed Project Trip Generation for Building C						
Approved Project Traffic Volumes – Building C						
Daily	AM Peak			PM Peak		
	Total	In	Out	Total	In	Out
3,435	223	116	107	266	134	132
Proposed Project Traffic Volumes Building C						
Daily	AM Peak			PM Peak		
	Total	In	Out	Total	In	Out
2,480	198	99	99	223	112	111
Total Change with Proposed Project Traffic Volumes for Building C						
Daily	AM Peak			PM Peak		
	Total	In	Out	Total	In	Out
-955	-25	-17	-8	-43	-22	-21

VALLEY CENTER VIEW
 PROPERTIES RETAIL
 TRAFFIC REPORT EXHIBIT

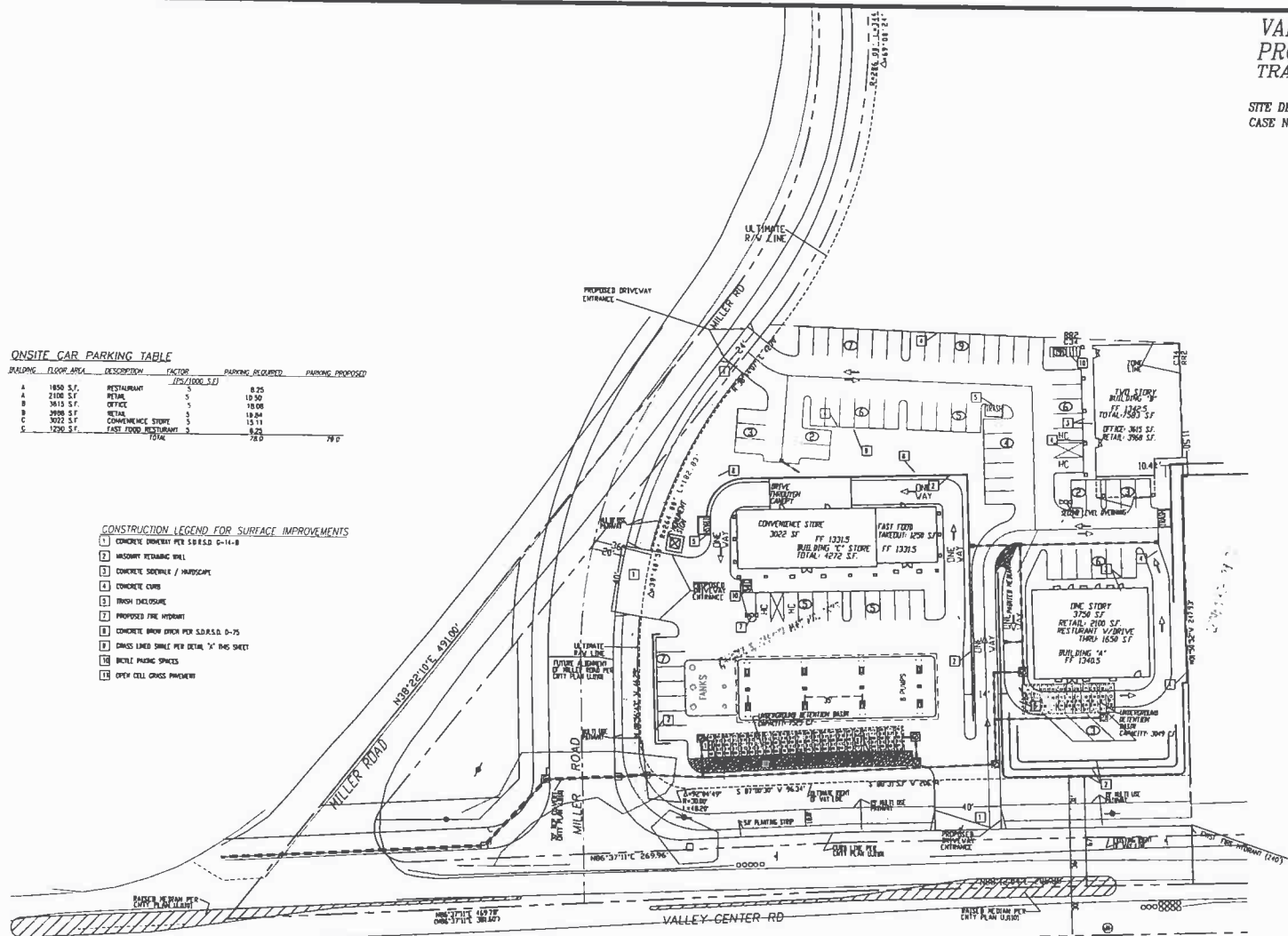
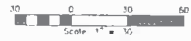
SITE DEVELOPMENT PLAN REVIEW EXHIBIT
 CASE NO.: S08-013

ONSITE CAR PARKING TABLE

BUILDING	FLOOR AREA	DESCRIPTION	FACTOR (175/1000 S.F.)	PARKING REQUIRED	PARKING PROPOSED
A	1858 S.F.	RESTAURANT	5	9.29	
A	2100 S.F.	RETAIL	5	10.50	
B	3815 S.F.	OFFICE	5	19.08	
B	3898 S.F.	RETAIL	5	21.49	
C	3022 S.F.	COMMERCIAL STORE	5	15.11	
E	1290 S.F.	FAST FOOD RESTAURANT	5	6.45	
TOTAL				71.92	79.0

CONSTRUCTION LEGEND FOR SURFACE IMPROVEMENTS

- 1 CONCRETE DRIVEWAY PER S.D.S.D. 5-11-B
- 2 UNBOUNT RETAINING WALL
- 3 CONCRETE SIDEWALK / HURDSCAMP
- 4 CONCRETE CURB
- 5 TRASH ENCLOSURE
- 6 PROPOSED FIRE HYDRANT
- 7 CONCRETE DRIVE DRIVE PER S.D.S.D. 5-7-5
- 8 DRIVE LINED DRIVE PER DETAIL 'X' THIS SHEET
- 9 BRICK PAVING SPACES
- 10 OVER CELL CROSS PAVEMENT



PROPERTY OWNER INFORMATION

NAME	VALLEY CENTER VIEW PROPERTIES
ADDRESS	3938 NORTEMSIA STREET SAN DIEGO, CA 92110
TELEPHONE NUMBER (24 HOUR CONTACT NUMBER)	619-523-0133
SITE A.P.N. NUMBER	188-231-34
SITE ADDRESS	***** VALLEY CENTER ROAD

BENCH MARK

DESCRIPTION	2-1/2" BRASS CAP STAMPED "S D SURV SHOW 10 FT"
LOCATION	N. WELL MONUMENT AT POINT EGGS-3246
RECORD FROM	RECORD OF SURVEY MAP 14328
ELEVATION	3338.223
DATE	NOV 29 1954

SCALE 1" = 30'
 TRAFFIC REPORT EXHIBIT

PLAN CHECK/PERMITS

BUILDING PERMIT _____
 PLAN CHECK NUMBER _____
 PARCEL MAP NUMBER _____

ENGINEER OF WORK

I HEREBY DECLARE THAT I AM THE ENGINEER OF WORK FOR THIS PROJECT AND THAT I HAVE EXERCISED RESPONSIBLE CHARGE OVER THE DESIGN OF THE PROJECT.

NAME _____ DATE _____
 REC. NO. _____ EXPIRES _____

PRIVATE CONTRACT

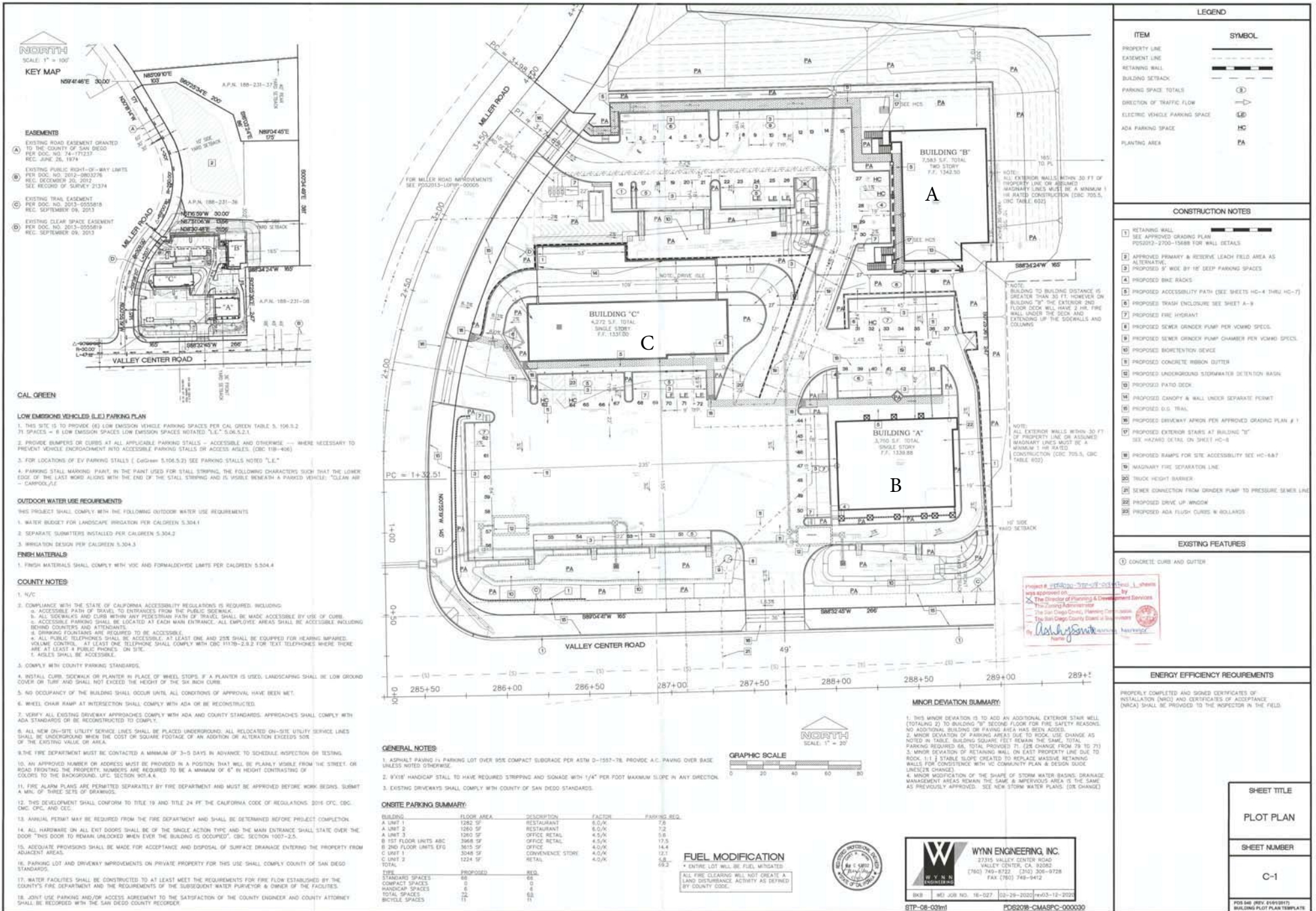
COUNTY OF SAN DIEGO
 DEPARTMENT OF PLANNING AND LAND USE

TRAFFIC EXHIBIT FOR
MILLER ROAD CENTER

SHEET 1 OF 1

APPROVED BY PLANNING AND LAND USE
 DATE _____

FIGURE 1 - APPROVED SITE PLAN



- EASEMENTS**
- (A) EXISTING ROAD EASEMENT GRANTED TO THE COUNTY OF SAN DIEGO PER DOC. NO. 74-17123 REC. JUNE 26, 1974.
 - (B) EXISTING PUBLIC RIGHT-OF-WAY LIMITS PER DOC. NO. 2012-0803276 REC. DECEMBER 30, 2012. SEE RECORD OF SURVEY 21374.
 - (C) EXISTING TRAIL EASEMENT PER DOC. NO. 2013-0505819 REC. SEPTEMBER 09, 2013.
 - (D) EXISTING CLEAR SPACE EASEMENT PER DOC. NO. 2013-0505819 REC. SEPTEMBER 09, 2013.

CAL GREEN

- LOW EMISSIONS VEHICLES (LEV) PARKING PLAN**
- THIS SITE IS TO PROVIDE (6) LOW EMISSION VEHICLE PARKING SPACES PER CAL GREEN TABLE 5.106.5.2 (7) SPACES = 8 LOW EMISSION SPACES. LOW EMISSION SPACES NOTATED "L.E." 5.06.5.2.1.
 - PROVIDE BUMPERS OR CURBS AT ALL APPLICABLE PARKING STALLS - ACCESSIBLE AND OTHERWISE - WHERE NECESSARY TO PREVENT VEHICLE ENCROACHMENT INTO ACCESSIBLE PARKING STALLS OR ACCESS ALLEYS. (CBC 118-406)
 - FOR LOCATIONS OF EV PARKING STALLS (6) SEE 5.106.5.2) SEE PARKING STALLS NOTED "L.E."
 - PARKING STALL MARKING PAINT, IN THE PAINT USED FOR STALL STRIPING, THE FOLLOWING CHARACTERS SUCH THAT THE LOWER EDGE OF THE LAST WORD ALIGNS WITH THE END OF THE STALL STRIPING AND IS VISIBLE BENEATH A PARKED VEHICLE: "CLEAR AIR CANYON/L.E."

OUTDOOR WATER USE REQUIREMENTS

- THIS PROJECT SHALL COMPLY WITH THE FOLLOWING OUTDOOR WATER USE REQUIREMENTS
- WATER BUDGET FOR LANDSCAPE IRRIGATION PER CALGREEN 5.304.1
- SEPARATE SUMMITTERS INSTALLED PER CALGREEN 5.304.2
- IRRIGATION DESIGN PER CALGREEN 5.304.3

FINISH MATERIALS

- FINISH MATERIALS SHALL COMPLY WITH VOC AND FORMALDEHYDE LIMITS PER CALGREEN 5.304.4

COUNTY NOTES

- N/C
- COMPLIANCE WITH THE STATE OF CALIFORNIA ACCESSIBILITY REGULATIONS IS REQUIRED, INCLUDING:
 - a. ACCESSIBLE PATH OF TRAVEL TO ENTRANCE TO THE PUBLIC STRUCTURE.
 - b. ALL SIDEWALKS AND CURBS WITHIN ANY PEDESTRIAN PATH OF TRAVEL SHALL BE MADE ACCESSIBLE BY USE OF CURBS.
 - c. ACCESSIBLE PARKING SHALL BE LOCATED AT EACH MAIN ENTRANCE. ALL EMPLOYEE AREAS SHALL BE ACCESSIBLE INCLUDING BEHIND COUNTERS AND ATTENDANTS.
 - d. DRINKING FOUNTAINS ARE REQUIRED TO BE ACCESSIBLE.
 - e. ALL PUBLIC TELEPHONES SHALL BE ACCESSIBLE AT LEAST ONE AND 238 SHALL BE EQUIPPED FOR HEARING IMPAIRED VOLUME CONTROL. AT LEAST ONE TELEPHONE SHALL COMPLY WITH CBC 117.10-2.3.2 FOR TEXT TELEPHONES WHERE THERE ARE AT LEAST 4 PUBLIC PHONES ON SITE.
 - f. SIGLES SHALL BE ACCESSIBLE.
- COMPLY WITH COUNTY PARKING STANDARDS.
- INSTALL CURB, SIDEWALK OR PLANTER IN PLACE OF WHEEL STOPS IF A PLANTER IS USED. LANDSCAPING SHALL BE LOW GROUND COVER OR TURF AND SHALL NOT EXCEED THE HEIGHT OF THE SIX INCH CURB.
- NO OCCUPANCY OF THE BUILDING SHALL OCCUR UNTIL ALL CONDITIONS OF APPROVAL HAVE BEEN MET.
- WHEEL CHAIR RAMP AT INTERSECTION SHALL COMPLY WITH ADA OR BE RECONSTRUCTED.
- VERIFY ALL EXISTING DRIVEWAY APPROACHES COMPLY WITH ADA AND COUNTY STANDARDS; APPROACHES SHALL COMPLY WITH ADA STANDARDS OR BE RECONSTRUCTED TO COMPLY.
- ALL NEW ON-SITE UTILITY SERVICE LINES SHALL BE PLACED UNDERGROUND; ALL RELOCATED ON-SITE UTILITY SERVICE LINES SHALL BE UNDERGROUND WHEN THE COST OR SQUARE FOOTAGE OF AN ADDITION OR ALTERATION EXCEEDS ONE PERCENT OF THE EXISTING VALUE OF AREA.

GENERAL NOTES

- ASPHALT PAVING IN PARKING LOT OVER USE COMPACT SUBGRADE PER ASTM D-1587-78. PROVIDE A/C PAVING OVER BASE UNLESS NOTED OTHERWISE.
- 9'x18" HANDICAP STALL TO HAVE REQUIRED STRIPING AND SIGNAGE WITH 1/4" PER FOOT MAXIMUM SLOPE IN ANY DIRECTION.
- EXISTING DRIVEWAYS SHALL COMPLY WITH COUNTY OF SAN DIEGO STANDARDS.

ONSITE PARKING SUMMARY:

BUILDING	FLOOR AREA	DESCRIPTION	FACTOR	PARKING REQ.
A UNIT 1	1282 SF	RESTAURANT	6.0/N	7.8
A UNIT 2	1280 SF	RESTAURANT	6.0/N	7.2
A UNIT 3	1280 SF	OFFICE RETAIL	4.5/N	5.8
B 1ST FLOOR UNITS ABC	2668 SF	OFFICE RETAIL	4.5/N	17.5
B 2ND FLOOR UNITS EFG	3615 SF	OFFICE	4.0/N	14.4
C UNIT 1	3048 SF	CONVENIENCE STORE	4.0/N	12.2
C UNIT 2	1224 SF	RETAIL	4.0/N	4.9
TOTAL				68.2

- FUEL MODIFICATION**
- * CENTRE LOT WILL BE FUEL MODIFIED
 - ALL FIRE CLEARING WILL NOT CREATE A LAND DISTURBANCE ACTIVITY AS DEFINED BY COUNTY CODE.

LEGEND

ITEM	SYMBOL
PROPERTY LINE	---
EASEMENT WALL	---
RETAINING WALL	---
BUILDING SETBACK	---
PARKING SPACES TOTALS	(C)
DIRECTION OF TRAFFIC FLOW	→
ELECTRIC VEHICLE PARKING SPACE	EV
ADA PARKING SPACE	HC
PLAYING AREA	PA

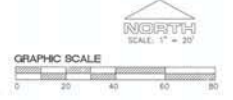
- CONSTRUCTION NOTES**
- RETAINING WALL
 - SEE APPROVED GRADING PLAN P05013-2700-1588 FOR WALL DETAILS
 - APPROVED PRIMARY & RESERVE LEAD FIELD AREA AS ALTERNATE
 - PROPOSED 9' WIDE BY 18' DEEP PARKING SPACES
 - PROPOSED BIKE RACKS
 - PROPOSED ACCESSIBILITY PATH (SEE SHEETS HC-4 THRU HC-7)
 - PROPOSED TRASH ENCLOSURE SEE SHEET A-9
 - PROPOSED FIRE HYDRANT
 - PROPOSED SEWER GRINDER PUMP PER VOMAD SPEC.
 - PROPOSED SEWER GRINDER PUMP CHAMBER PER VOMAD SPEC.
 - PROPOSED BIORETENTION DEVICE
 - PROPOSED CONCRETE REBORN DRAIN
 - PROPOSED UNDERGROUND STORMWATER DETENTION BASIN
 - PROPOSED PATIO DECK
 - PROPOSED SEWER CANOPY & WALL UNDER SEPARATE PERMIT
 - PROPOSED O.G. TRAIL
 - PROPOSED DRIVEWAY APPROX PER APPROVED GRADING PLAN # 1
 - PROPOSED EXTERIOR STAIRS AT BUILDING "B" (SEE HAZARD DETAIL ON SHEET HC-6)
 - PROPOSED RAMP FOR SITE ACCESSIBILITY SEE HC-4&7
 - MAGNARY FIRE SEPARATOR LINE
 - TRUCK HEIGHT BARRIER
 - SEWER CONNECTION FROM GRINDER PUMP TO PRESSURE SEWER LINE
 - PROPOSED DRIVE UP WINDOW
 - PROPOSED ADA FLUSH CURBS W BOLLARDS

EXISTING FEATURES

- CONCRETE CURB AND GUTTER

ENERGY EFFICIENCY REQUIREMENTS

PROPERLY COMPLETED AND SIGNED CERTIFICATES OF INSTALLATION (ENR) AND CERTIFICATES OF ACCEPTANCE (ENR) SHALL BE PROVIDED TO THE INSPECTOR IN THE FIELD.



MINOR DEVIATION SUMMARY:

- THIS MINOR DEVIATION IS TO ADD AN ADDITIONAL EXTERIOR STAIR WELL (TOTALING 2) TO BUILDING "B" SECOND FLOOR FOR FIRE SAFETY REASONS. NO ADDITIONAL BUILDING OR PARKING AREA HAS BEEN ADDED.
- MINOR DEVIATION OF PARKING AREAS DUE TO ROCK. USE CHANGE AS NOTED IN TABLE. BUILDING SQUARE FEET REMAIN THE SAME. TOTAL PARKING REQUIRED 68. TOTAL PROVIDED 71. (USE CHANGE FROM 75 TO 71)
- MINOR DEVIATION OF RETAINING WALL ON EAST PROPERTY LINE DUE TO ROCK. 11.2 STABLE SLOPE CREATED TO REPLACE MASSIVE RETAINING WALLS FOR CONSISTENCY WITH VC COMMUNITY PLAN & DESIGN GUIDE LINEITEM CHANGE.
- MINOR MODIFICATION OF THE SHAPE OF STORM WATER BASINS. DRAINAGE MANAGEMENT AREAS REMAIN THE SAME & IMPROVED AREA IS THE SAME AS PREVIOUSLY APPROVED. SEE NEW STORM WATER PLANS (OR CHANGE)

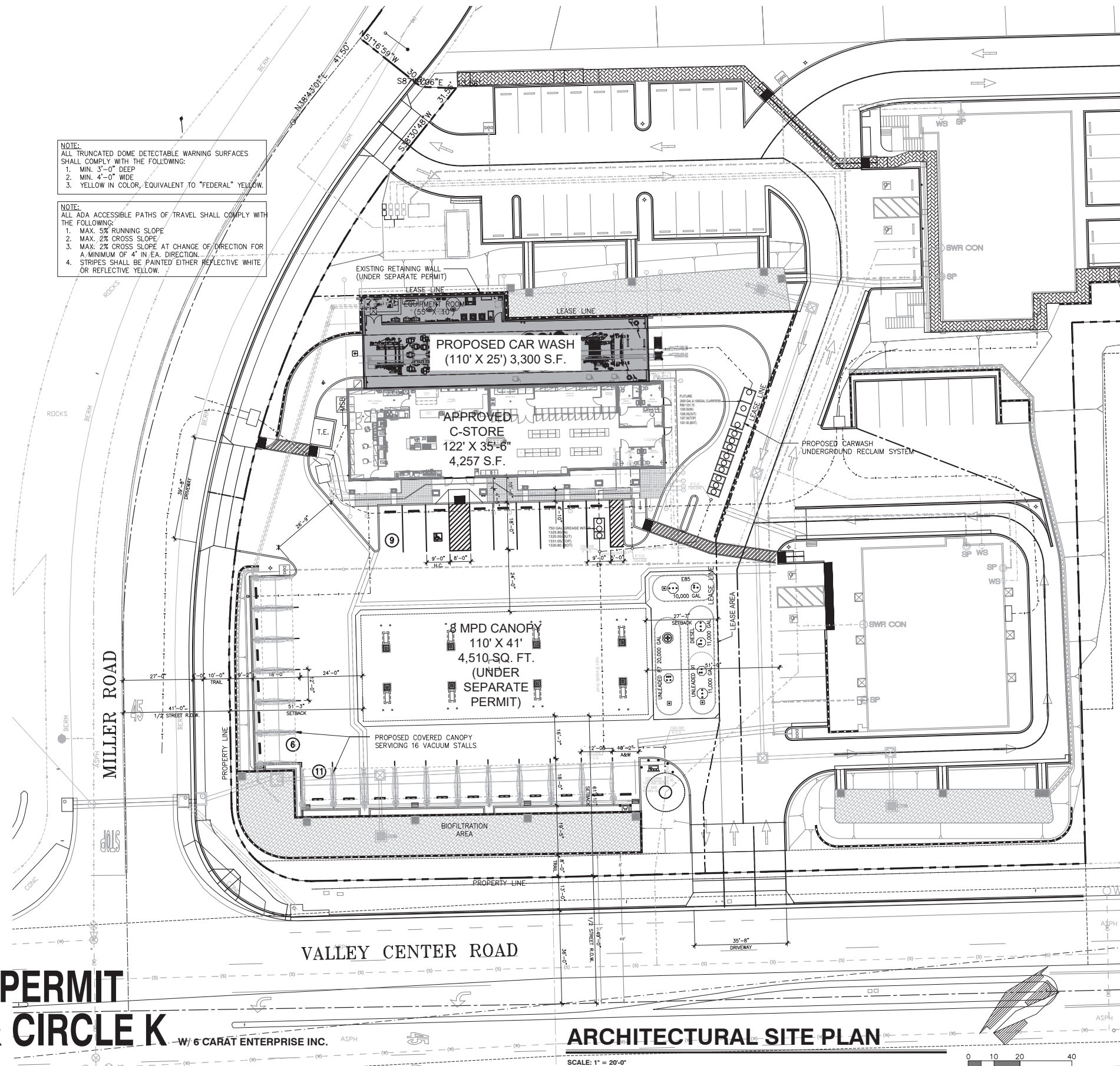
WYNN ENGINEERING, INC.
27315 VALLEY CENTER ROAD
SAN DIEGO, CA 92122
(760) 749-8722 (310) 308-9728
FAX (760) 749-9472

PROJECT NO. 16-027 05-29-2020 1403-12-2020
SHEET NO. 03/01

Date Plotted: Mar 13, 2020 8:00 AM
Plotted By: WEA
E:\WORK\MILLER\PLAZA\16-027 DEV\AS MILLER ROAD MAJOR DEVIATION PLAN.WALZHE

FIGURE 2 - APPROVED MINOR DEVIATION CONDITIONS AND PLOT PLAN

FIGURE 3 PROPOSED PROJECT SITE PLAN FOR THE EXXON MOBIL/CIRCLE K C-STORE/CAR WASH (BUILDING C)



NOTE:
ALL TRUNCATED DOME DETECTABLE WARNING SURFACES SHALL COMPLY WITH THE FOLLOWING:
1. MIN. 3"-0" DEEP
2. MIN. 4"-0" WIDE
3. YELLOW IN COLOR, EQUIVALENT TO "FEDERAL" YELLOW.

NOTE:
ALL ADA ACCESSIBLE PATHS OF TRAVEL SHALL COMPLY WITH THE FOLLOWING:
1. MAX. 5% RUNNING SLOPE
2. MAX. 2% CROSS SLOPE
3. MAX. 2% CROSS SLOPE AT CHANGE OF DIRECTION FOR A MINIMUM OF 4' IN EA. DIRECTION
4. STRIPES SHALL BE PAINTED EITHER REFLECTIVE WHITE OR REFLECTIVE YELLOW.

SITE DATA	
ADDRESS:	28874 VALLEY CENTER ROAD, BUILDING C VALLEY CENTER, CA 92082
PERMIT NUMBERS:	TBD
A.P.N.:	188-231-36-00
LOT SIZE:	LEASE GROSS AREA: 41,182 S.F. (0.95 ACRES)
COUNTY:	SAN DIEGO
EXISTING ZONE:	GENERAL COMMERCIAL
PROPOSED ZONE:	GENERAL COMMERCIAL
EXISTING LAND USE:	COMMERCIAL / RETAIL
PROPOSED LAND USE:	COMMERCIAL / RETAIL
BUILDING AREA:	CAR WASH: 3,300 S.F.
CONSTRUCTION TYPE:	V-B/SPRINKLERED
OCCUPANCY:	M
OCCUPANT LOAD:	MAX OCCUPANTS: 86
HEIGHTS:	32'-6" T.O. HIGH PARAPET
STORIES:	ONE
PARKING REQUIREMENTS:	1 SPACE / 250 S.F. (4,257 S.F./250) TOTAL REQUIRED: 17 SPACES TOTAL PROVIDED: 26 SPACES (1 H.C. & 1 E.V. & 15 VACUUM)
LOT COVERAGE:	BUILDING: 12,067 S.F. (29%) LANDSCAPING: 10,699 S.F. (26%) IMPERVIOUS: 18,416 S.F. (45%) TOTAL LEASED AREA: 41,182 S.F. (100%)

CODE INFORMATION	
ALL CONSTRUCTION TO COMPLY WITH:	
BUILDING CODE:	2019 CALIFORNIA BUILDING CODE
PLUMBING CODE:	2019 CALIFORNIA PLUMBING CODE
ELECTRICAL CODE:	2019 CALIFORNIA ELECTRIC CODE
MECHANICAL CODE:	2019 CALIFORNIA MECHANICAL CODE
ENERGY CODE:	2019 CALIFORNIA ENERGY CODE
GREEN BUILDING:	2019 CALIFORNIA GREEN BUILDING CODE
FIRE CODE:	2019 CALIFORNIA FIRE CODE (2015 IFC)

PROJECT OWNER / APPLICANT
6 CARAT ENTERPRISE INC.
DAVID CARATTINI
270 NORTH EL CAMINO REAL #523
ENCINITAS, CA 92024
PHONE: 760-822-0004
E-MAIL: davidcarattini@gmail.com

ARCHITECT / APPLICANT'S REP.
EMPIRE DESIGN GROUP, INC.
511 N MAIN STREET
LAKE ELSINORE, CA 92530
CONTACT: GREGORY HANN, ARCHITECT
PHONE: (951) 696-1490
CELL PHONE: (951) 809-7601
E-MAIL: ghann@empiregr.biz

- SCOPE OF WORK**
- MAJOR USE PERMIT FOR A 3,300 S.F. AUTOMATED CAR WASH, TO BE ATTACHED TO THE PREVIOUSLY APPROVED CONVENIENCE STORE.
 - C-STORE, FUELING CANOPY, AND TRASH ENCLOSURE ARE APPROVED UNDER A SEPARATE PERMIT.
 - SINAGE TO BE UNDER A SEPARATE PERMIT.

DRAWING INDEX

MUP-1	COVER SHEET & ARCHITECTURAL SITE PLAN
MUP-2	ARCHITECTURAL OVERALL SITE PLAN
MUP-3	PROPOSED FLOOR PLAN
MUP-4	PROPOSED EXTERIOR ELEVATIONS
MUP-5	PROPOSED EXTERIOR ELEVATIONS



EMPIRE DESIGN GROUP INC.

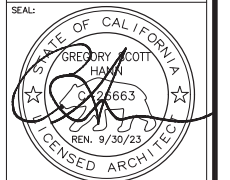
511 N Main St.
Lake Elsinore, CA 92530
951-696-1490
EmpireDesignGroup.biz

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6 CARAT ENTERPRISE INC.

**MUP FOR CAR WASH @
EXXONMOBIL & CIRCLE K
28874 VALLEY CENTER ROAD, BLDG. C
VALLEY CENTER, CA 92082**

ARCHITECT OF RECORD:
GREGORY S. HANN, AIA
511 N MAIN STREET
LAKE ELSINORE, CA 92530
TEL: 951-696-1490
CELL: 951-809-7601
E-MAIL: ghann@empiregr.biz



Date:	FEBRUARY 8, 2022	
Project Number:	EDG#04548	
NO.	DATE	REVISION DESCRIPTION

DESIGNED BY:	GH
CHECKED BY:	GH
DRAWN BY:	AH
DRAWING TITLE:	

COVER SHEET & ARCHITECTURAL SITE PLAN

SHEET NO:

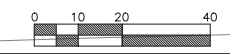
MUP-1

**MAJOR USE PERMIT
EXXONMOBIL & CIRCLE K**

W/ 6 CARAT ENTERPRISE INC.

ARCHITECTURAL SITE PLAN

SCALE: 1" = 20'-0"



NOT TO SCALE

Attachments

- **Excerpts from the Approved Darnell & Associates
Traffic Impact Study Dated July 2010**

TRAFFIC IMPACT STUDY

For

MILLER ROAD PLAZA
(S08-013; ER 08-010-08)

Prepared For: The County of San Diego

Submitted To:
Valley Center View Properties, LLC
3940 Hortensia Street
San Diego, CA 92110

Prepared By:
Bill E. Darnell, P.E.
(RCE 22338)
Darnell & Associates, Inc.
1446 Front Street, Suite 300
San Diego, CA 92101



Signature:

A handwritten signature in black ink that reads "Bill E. Darnell".

Date Signed: July 27, 2010

Revised: July 27, 2010
Revised: April 22, 2009
Revised: October 17, 2008
Revised: July 23, 2008
Original: September 20, 2007

Darnell & ASSOCIATES, INC.

TRANSPORTATION PLANNING & TRAFFIC ENGINEERING

July 27, 2010

Mr. Jerry Gaughan
Valley Center View Properties, LLC
3940 Hortensia Street
San Diego, CA 92110

D&A Ref. No: 051107

Subject: Revised Traffic Study for Proposed Miller Road Plaza (S08-013; ER 08-010-08) Located in the County of San Diego

Dear Mr. Gaughan:

In response to the County of San Diego's September 9, 2009 comments Darnell & Associates, Inc. (D&A) has revised our April 22, 2009 transportation study to assess impacts associated with the proposed Miller Road Plaza (S08-013; ER 08-010-08) project located at the northeast corner of Valley Center Road and Miller Road in the County of San Diego. A copy of our written responses to each of the County's comments is provided directly behind this letter and in Appendix J.

This iteration of the traffic study provides an update of the cumulative conditions. Since the proposed project is consistent with the General Plan and is not proposing a General Plan or Specific Plan Amendment, the future year (2030) scenario has been removed from this iteration of the report. Therefore, this report analyzes the traffic impacts on local roadways and intersections associated with project on existing and cumulative traffic conditions.

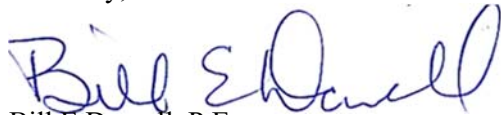
The County of San Diego normally requires that revised reports be completed in strike-out/underline format. However, due to the revisions that were completed to this report (updated existing conditions for Valley Center Road, updated cumulative conditions, modified the format of the mitigation section of the report) a strike-out/underline format would be difficult to read. Therefore, this iteration of the report supersedes the April 22, 2009 iteration of our report.

If you have any questions, please feel free to contact this office.

Sincerely,

DARNELL & ASSOCIATES, INC.

Sincerely,



Bill E Darnell, P.E.
Firm Principal
RCE 22338



Date Signed: 07/27/2010

BED/vsh/st/jlb
051107_Miller Rd Rpt 5 (July 2010)/07-10

TRAFFIC IMPACT STUDY

FOR

**MILLER ROAD PLAZA
(S08-013; ER 08-010-08)**

IN THE COUNTY OF SAN DIEGO

Submitted To:

Valley Center View Properties, LLC
3940 Hortensia Street
San Diego, CA 92110

Prepared by:

DARNELL & ASSOCIATES, INC
1446 FRONT STREET, SUITE 300
San Diego, California 92101
619-233-9373

July 27, 2010

051107_Miller Rd Rpt 5 (July 2010)/07-10

EXECUTIVE SUMMARY

The project is located on the northeast corner of Valley Center Road and Miller Road in the Valley Center area of the County of San Diego.

The proposed Miller Road Plaza development consists of a 16 fueling stations with a 3,022 square foot convenience store, 6,068 square feet of specialty retail, 1,250 square foot fast food restaurant without a drive-through, 1,650 square foot fast food restaurant with a drive-through, and 3,615 square feet of commercial office space.

The proposed project will generate approximately 4,823 daily trips with 316 morning trips and 372 evening trips during a typical weekday at the project driveways. Due to the mix of land uses within this project, pass-by reductions are allowed at offsite intersections and roadway segments to account for traffic already on the roadway network captured by the development. The net new traffic to the area is calculated to be 2,464 new daily trips, 162 morning peak hour trips, and 190 evening peak hour trips.

The proposed project was found to have a significant direct impact on the following intersection:

- Valley Center Road/Miller Road

The project was found to have significant direct impacts on the following roadway segment:

- Lilac Road: Valley Center Road to Betsworth Road.

The project has cumulative impacts at area intersections and roadway segments and will pay the County's TIF to fully mitigate cumulative impacts to roadway segments in the Valley Center area based on the project's land use.

The project's northerly driveway on Miller Road requires clear zone easements to maintain adequate sight distance both north and south of the driveway. The southern easement occurs on-site and can be maintained by the project. The northerly easement is required off-site and requires procurement to maintain adequate sight distance.

SECTION I — INTRODUCTION

PROJECT DESCRIPTION

The proposed project is located on the northeast corner of Miller Road/Valley Center Road in the Valley Center area of San Diego County. A general vicinity map is provided on Figure 1. The developer proposes to construct 16 fueling stations (8 pumps) with an associated 3,022 square foot convenience store, 6,068 square feet of specialty retail, 1,250 square foot fast food restaurant without a drive-through, 1,650 square foot fast food restaurant with a drive-through, and 3,615 square feet of commercial office space. The site plan is provided on Figure 2.

Based on the land use characteristics, the proposed project will generate approximately 4,823 daily driveway trips with 316 morning trips and 372 evening trips during a typical weekday at the project driveways. Due to the land uses within this project, pass-by reductions are allowed at offsite intersections and roadway segments to account for traffic already on the roadway network captured by the development. The net new traffic to the area is calculated to be 2,464 new daily trips, 162 morning peak hour trips, and 190 evening peak hour trips.

CONGESTION MANAGEMENT PROGRAM

Based on the approval of Proposition 111 in 1990, regulations require the preparation, implementation, and annual updating of a Congestion Management Program (CMP) in each of California's urbanized counties. The original CMP for the San Diego region was adopted in 1991 and has been updated periodically as an element of the Regional Transportation Plan (RTP). One required element of the CMP is a process to evaluate the transportation and traffic impacts of large projects on the regional transportation system. That process is undertaken by local agencies, project applicants, and traffic consultants through a transportation impact report usually conducted as part of the CEQA project review process. Authority for local land use decisions including project approvals and any required mitigation remains the responsibility of local jurisdictions.

The criteria for which a project is subject to the regulations as set forth in the CMP are determined by the trip generation potential for the project. Currently, the average daily traffic (ADT) threshold is 2,400 vehicles or 200 peak hour trips. The proposed project at buildout will generate 4,823 average daily driveway trips, 316 AM peak hour trips, and 372 PM peak hour trips (see Section III), and is therefore subject to CMP guidelines for traffic impact studies.

SCENARIOS STUDIED

For purposes of this analysis, the following scenarios are included:

Existing Conditions - reports existing operation of intersections and roadway segments based on current traffic counts and existing field configurations.

Existing Plus Project - reports intersection and roadway segment operation as a result of adding the project to the existing condition.

Cumulative Conditions - reports intersection operation and roadway segment operation with the addition of ambient growth and other approved/pending project traffic. This scenario is performed with and without the project traffic.

SECTION III — PROJECT RELATED CONDITIONS

TRIP GENERATION

Trip generation for the proposed project was estimated using the San Diego Association of Governments (SANDAG) trip generation rates for specific uses. The fueling station has an attached convenience store. The convenience store is not considered the dominate attraction to the site, but provides supplemental convenience to support the 16 pump fueling station. As such, the trip generation for the fueling portion of the project considers the rates for "fueling station with convenience store." Table 4 summarizes the trip generation potential of the project. As shown on Table 4, the driveway trips (those trips that enter the project site) represent approximately 4,823 daily trips, with 316 occurring in the morning peak hour and 372 occurring during the evening peak hour.

Based on the specific mix of land uses, a portion of project related trips can be linked to existing traffic already on the street network that pass by the project and utilize on-site services. As such, according to the SANDAG trip generation guide, pass by reductions are allowed at off-site intersections and roadway segments to minimize double counting of traffic for these land use components.

Table 4 also provides the pass-by reductions and demonstrates the net new traffic to the area. Net new traffic generated by the project represents approximately 2,464 daily trips, with 162 occurring during the morning peak hour, and 190 occurring during the evening peak hour.

TRIP DISTRIBUTION

Trip distribution patterns for project traffic were estimated using a SANDAG Select Zone model. Since our original model run, the land uses have changed slightly with the inclusion of fast food restaurants as well as specialty retail. These uses will attract more local traffic from the local area. As such, this site is expected to service the Valley Center area and not generate significant trips to destinations outside of the area.

Modifications to the model assume an additional 5% north on Miller Road (total 10%) due to the existing and proposed development in this corridor, and an additional 6% attraction to Lilac Road (total 18%) to support land use densities in this area. A general project distribution pattern is provided on Figure 5. The study area encompasses all major intersections where the project contributes 25 one-way peak hour trips.

TRIP ASSIGNMENT

Project trips are assigned to the roadway network using the distribution patterns in Figure 5.

Note that full driveway trips (no pass-by reductions) were taken at the intersection of Valley Center Road/Miller Road or the project driveways (including the right in/out only driveway on Valley Center Road). All off-site locations include pass-by reductions.

Figure 6 summarizes the net new project traffic added to the roadway network.

Table 4 — Weekday Trip Generation Rates & Calculations

Trip Generation Rates									
Land Use	Daily Trip Rate	% Pass/ Diverted Reduction ^(a)	AM Peak Hour			PM Peak Hour			
			Total (% of Daily)	% In	% Out	Total (% of Daily)	% In	% Out	
Specialty Retail	40 Daily Trips/ksf	55%	3%	60%	40%	9%	50%	50%	
Commercial Office	20 Daily Trips/ksf	23%	14%	90%	10%	13%	20%	80%	
Fast Food w/Drive Thru	650 Daily Trips/ksf	49%	7%	50%	50%	7%	50%	50%	
Fast Food w/o Drive Thru	700 Daily Trips/ksf	49%	5%	60%	40%	7%	50%	50%	
Fueling Station w/C-Store	160 Daily Trips/fs	49%	7%	50%	50%	8%	50%	50%	
Total Driveway Trips									
Building	Land Use	No. of Units	Daily	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
A	Specialty Retail	2.100 ksf	84	3	2	1	8	4	4
	Fast Food w/Drive Thru	1.650 ksf	1,073	75	38	37	75	38	37
	Sub-Total Bldg A:	3.750 ksf	1,157	78	40	38	83	42	41
B	Commercial Office	3.615 ksf	72	10	9	1	9	2	7
	Specialty Retail	3.968 ksf	159	5	3	2	14	7	7
	Sub-Total Bldg B:	7.583 ksf	231	15	12	3	23	9	14
C	Fueling Station w/C-Store (3.022 ksf)	16 fs	2,560	179	90	89	205	103	102
	Fast Food w/o Drive Thru	1.250 ksf	875	44	26	18	61	31	30
	Sub-Total Bldg C:	4.272 ksf	3,435	223	116	107	266	134	132
Grand-Total Buildings A, B, & C:		15.605 ksf	4,823	316	168	148	372	185	187
Pass-By/Diverted Trips									
Building	Land Use	No. of Units	Daily	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
A	Specialty Retail	2.100 ksf	46	2	1	1	5	2	3
	Fast Food w/Drive Thru	1.650 ksf	526	37	19	18	37	19	18
	Sub-Total Bldg A:	3.750 ksf	572	39	20	19	42	21	21
B	Commercial Office	3.615 ksf	17	2	1	1	2	0	2
	Specialty Retail	3.968 ksf	87	3	2	1	8	4	4
	Sub-Total Bldg B:	7.583 ksf	104	5	3	2	10	4	6
C	Fueling Station w/C-Store (3.022 ksf)	16 fs	1,254	88	44	44	100	50	50
	Fast Food w/o Drive Thru	1.250 ksf	429	22	13	9	30	15	15
	Sub-Total Bldg C:	4.272 ksf	1,683	110	57	53	130	65	65
Grand-Total Buildings A, B, & C:		15.605 ksf	2,359	154	80	74	182	90	92
Net New Trips									
Building	Land Use	No. of Units	Daily	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
A	Specialty Retail	2.100 ksf	38	1	1	0	3	2	1
	Fast Food w/Drive Thru	1.650 ksf	547	38	19	19	38	19	19
	Sub-Total Bldg A:	3.750 ksf	585	39	20	19	41	21	20
B	Commercial Office	3.615 ksf	55	8	8	0	7	2	5
	Specialty Retail	3.968 ksf	72	2	1	1	6	3	3
	Sub-Total Bldg B:	7.583 ksf	127	10	9	1	13	5	8
C	Fueling Station w/C-Store (3.022 ksf)	16 fs	1,306	91	46	45	105	53	52
	Fast Food w/o Drive Thru	1.250 ksf	446	22	13	9	31	16	15
	Sub-Total Bldg C:	4.272 ksf	1,752	113	59	54	136	69	67
Grand-Total Buildings A, B, & C:		15.605 ksf	2,464	162	88	74	190	95	95
<p>(a) A pass-by trip is a trip that is deviated from the roadway to a site for a stop-over to sites such as retail establishments, banks, restaurants, service stations, etc. These are trips made to a site from traffic already "passing by" that site on an adjacent street that contains direct access to the generator. These are existing vehicle trips in a community.</p> <p>ksf = 1,000 square feet; fs = Fueling Station; Rates per SANDAG Trip Generation Guide</p>									

