



MEMO

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JOB NUMBER: *003119*

SUBJECT: *Passerelle – Trip Generation*

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County Project Numbers: PDS2021-SPA-21-001; PDS2021-GPA-21-003; PDS2021-TM-5338R; PDS2021-STP-21-013

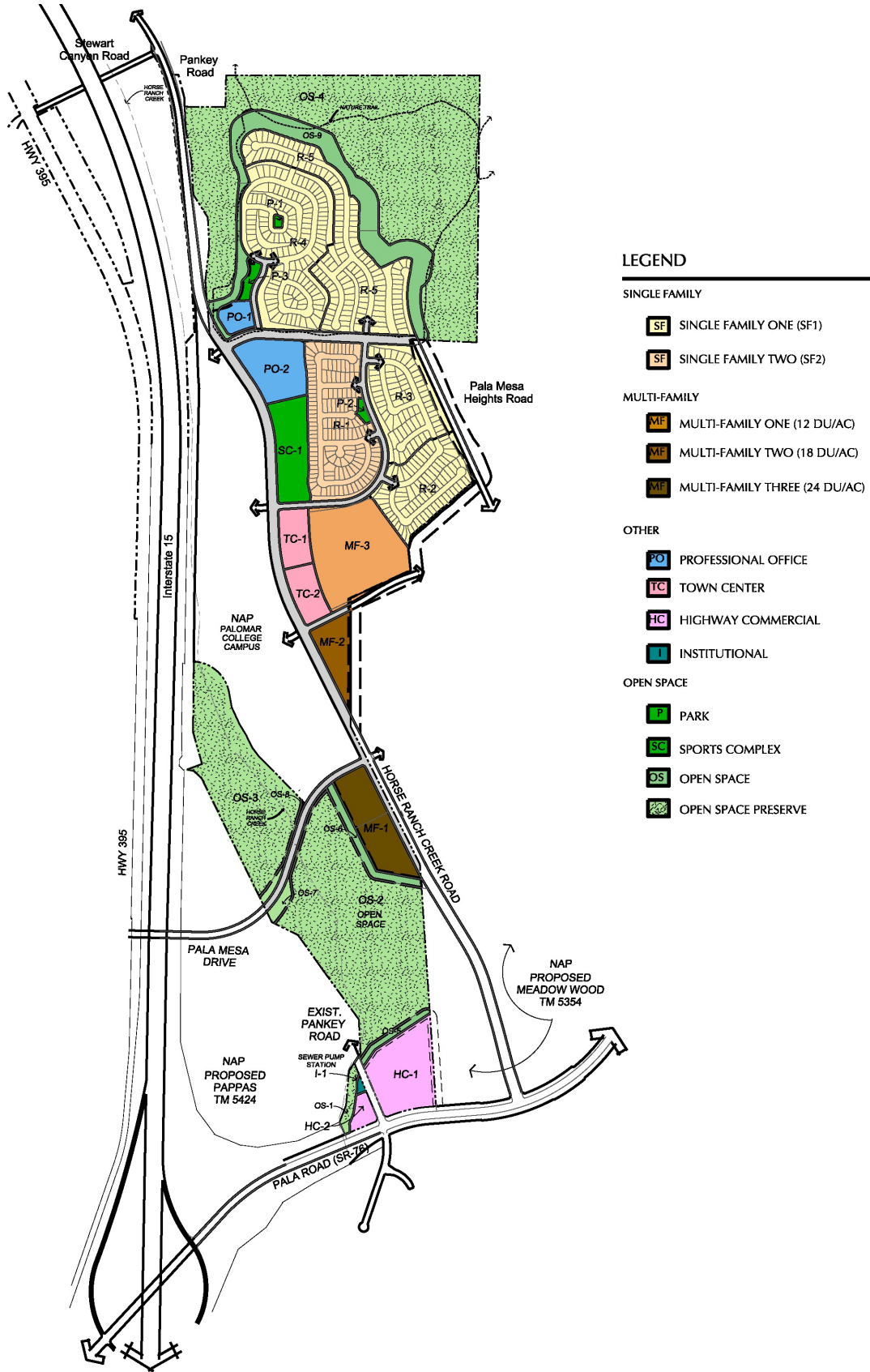
The purpose of this memorandum is to provide information regarding the trip generation characteristics of the Campus Park/Horse Creek Ranch project to assist in properly scoping potential transportation analysis.

Project Description:

The proposed project is located within the originally approved mixed- use master planned community known as the “Campus Park project.” A Specific Plan Amendment (SPA) and General Plan Amendment (GPA) were approved for the Campus Park project on May 11, 2011, amending the previous Hewlett-Packard Campus Park Specific Plan of 1983 and the County of San Diego General Plan. The Environmental Impact Report (State Clearinghouse No. 2005011092), “Campus Park EIR”, was certified by the County of San Diego Board of Supervisors on May 11, 2011 for the Campus Park project. The project will amend the Campus Park project to allow for the development of 138 single family detached dwelling units on two parcels (Parcels 1 and Parcel 2) for a total of 11.5 acres in the County of San Diego. The project site was originally entitled for 157,000 square feet of professional office use based on the *Campus Park Traffic Impact Study*.

Previous Analysis:

As mentioned, the proposed project site was subject to previous environmental analysis. The most recent traffic impact study was dated February 19, 2009. A land use map is shown below:



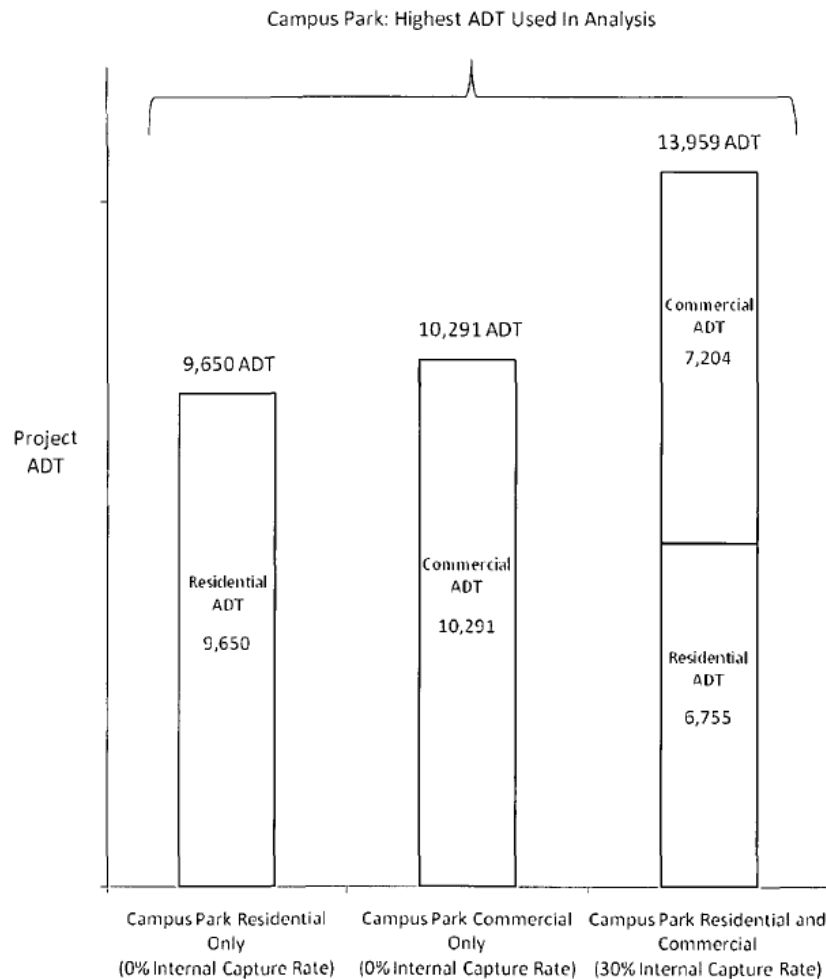
As shown, the two properties in light blue comprise the project site. This site was originally planned for Professional Office. The trip generation from these proposed uses in the original approved TIA are shown below:

TABLE 12: PROJECT TRAFFIC GENERATION

Proposed Land Use	Rate	Size & Units	ADT	%	Split	AM		PM			
						IN	OUT	IN	OUT		
Residential - Single Family	10 /DU	521 DU	5,210	8%	0.3 0.7	125	292	10%	0.3 0.3	365	156
Residential - Multi Family	8 /DU	555 DU	4,440	8%	0.2 0.8	71	284	10%	0.7 0.3	311	133
Town Center (Neighborhood Shopping)	120 /KSF	61,200 SF	7,344	4%	0.6 0.4	176	118	10%	0.5 0.5	368	367
Office (more than 100KSF)	17 /KSF	157,000 SF	2,669	13%	0.9 0.1	312	35	14%	0.2 0.8	75	298
Neighborhood Park	5 /Acre	3.6 Acres	18	4%	0.5 0.5	0	0	8%	0.5 0.5	1	1
Neighborhood Park (Sports Complex)	50 /Acre	5.2 Acres	260	4%	0.5 0.5	5	5	8%	0.5 0.5	10	10
Total			19,941			689	734			1,130	965

Source: SANDAG Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, April 2002. DU - Dwelling Unit; SF - Square Feet; KSF - 1,000 sf; ADT-Average Daily Traffic; Split-percent inbound and outbound.

As shown, the office component of the approved project included 157,000 square feet of professional office with a total trip generation of 2,669 ADT. According to the approved TIA, the project was analyzed using a SANDAG, Series 11 traffic model. This model predicted a 30% internal capture rate within the larger Specific Plan area (see below).



Trip Generation:

The proposed project is located on a vacant lot of land that was previously entitled to be Professional Office based on the Campus Park (TM 5338) Traffic Impact Study dated February 19, 2009 (see above). The professional office sites were determined to generate 2,669 ADT, 347 AM peak hour trips, and 374 PM peak hour trips. However, the proposed Project plans to convert the existing entitlement of professional offices into residential. This residential will consist of 138 multi-family dwelling units designed as detached single-family homes on condominium lots. The higher trip generation rate for single-family homes was utilized in this memo in order to provide a conservative analysis. Therefore, a net decrease in trip generation was calculated.

Trip Generation for the proposed Project is presented below. Using the SANDAG (Not So) Brief Guide of Vehicular Traffic Generation Rates (April 2002), the net decrease in Project trip generation has been calculated.

The proposed Project is calculated to generate a net decrease of **-1,289** average daily trips (ADT) with -237 (-279 in / +42 out) AM peak hour trips and -236 (+22 in / -257 out) PM peak hour trips.

Please refer to the Project trip generation calculations. **Table 1** shows the Trip Generation.

Table 1: Project Trip Generation

TRIP GENERATION

Land Use	Intensity	Rate*	ADT	AM						PM					
				Peak%*	VoL	In %	Out%	In	Out	Peak%*	VoL	In %	Out%	In	Out
Previous Entitlement															
Professional Office	157 KSF	17 /KSF	2,669	13%	347	90% : 10%	312	35	14%	374	20% : 80%	75	298		
Proposed New Land Use															
Single Family Detached	138 units	10 /unit	1,380	8%	110	30% : 70%	33	77	10%	138	70% : 30%	97	41		
Net Change of Trip Generation															
Net Total			-1,289		-237		-279	+42		-236		+22	-257		
% Change from Professional Office use to Single Family Detached use															
Net % Change			-48%		-68%		-89%	+120%		-63%		+29%	-86%		

Source:

*Rates are used taken from SANDAG "(Not so) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region", April 2002.

Previous Entitlement Trip Generation obtained from the Campus Park (TM 5335) Traffic Impact Study, dated February 19, 2009.

Note:

ADT= Average Daily Trips

KSF = 1,000 Square Feet

Unit = Dwelling Unit

Internal Capture/Mixed-Use:

As previously shown, the original TIA assumed a 30% internal capture. By converting the professional office component of the project to residential uses, the balance of land uses shifts. This could result in increased external trips. As shown on the land use map for the previously approved Specific Plan, additional land uses which would serve to internalize trips include the Sports Complex, Neighborhood Park and Town Center uses. These uses will not be removed with the proposed change in land use. These uses are likely to contribute the most to internalization of trips as they not only comprise the largest components of Commercial ADT for the Specific Plan area (74% of the trip generation), they also are the types of uses most attractive to residential uses. This is particularly the case in rural areas where such Town Center and recreation uses are sometimes remote. Therefore, it is highly likely that the professional office component of the Specific Plan area would be a relatively minor contributor to the internalization of trips. Additionally, the residential component replacing the office would likewise use the Town Center and recreation areas which would also internalize trips. Therefore, although one of the residential attractors would be removed with the proposed plan, it is likely that the replacement with residential uses would continue to internalize some amount of trips. Although the resulting interaction and changes are impossible to fully quantify without an updated SANDAG model, it can easily be seen that the proposed residential trip generation is approximately 48% less than the previously approved trip generation. This more than accounts for any reduction in internalized trips (previously estimated at 30%). Therefore, the proposed project would clearly reduce trip generation and VMT on a daily basis.