 DATE: June 19, 2015 TIME: 1:53:14 PM JOB NUMBER: 003115 SUBJECT: 3703 Camino Del Rio South- Traffic Analysis

## E-Mail: $\nabla$

Justine@sdlandlaw.com TOTAL PAGES (Including $3+$ Cover): Attachments
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Thank you for the opportunity to review the development proposal for The Healing Center MMCC (PTS\# 378883) located at 3703 Camino Del Rio South in Mission Valley. As you indicated, the proposed development represents a use change for 400 square feet of existing commercial office space to a MMCC use within an existing 19,700 square foot building. As you know, the Mission Valley Community Plan and Planned District Ordinance (PDO) govern development in Mission Valley in order to "ensure that development and redevelopment in Mission Valley will be accomplished in a manner that enhances and preserves sensitive resource areas; improves the vehicular, bicycle, pedestrian and public transit circulation network; provides reasonable use of property; and contributes to the aesthetic and functional well-being of the community". The primary means by which this purpose is accomplished involves trip generation (Average Daily Trip- ADT) allocations by property and zone.

The Healing Center is located in Development Intensity District (DID) K of the Mission Valley Community (See Appendix D of the Mission Valley PDO- SDMC Chapter 15, Article 14). Within this DID, two thresholds are established, Threshold 1, governed by Ministerial Mission Valley Development Permits and Threshold 2, governed by Discretionary Mission Valley Development Permits. The higher threshold, threshold 2 allows up to 424 ADT per acre. With 0.93 acres, 3703 Camino Del Rio South would have a trip allocation of 394 trips. However, the existing development on the site includes 19,700 square feet of commercial office as discussed above. Using City of San Diego trip generation rates for such a use, it is estimated that 494 ADT is currently generated by the site. This exceeds Threshold 2 of the PDO without provision for additional development or redevelopment.

It is estimated that the conversion of 400 square feet of commercial office to a MMCC would generate an additional 16 average daily trips (ADT). In order to determine whether this additional ADT in excess of Threshold 2 is allowable according to the Community Plan and PDO, a supplemental test is established in Section $1514.0301(\mathrm{~d})(3)(B)$ which reads:

Exceptions to the allocations established by Threshold 2 maybe approved, conditionally approved or denied by a Hearing Officer in accordance with Process Three. The Hearing

Officer's decision may be appealed to the Planning Commission in accordance with Land Development Code Section 112.0506. The Hearing Officer may approve an exception on a limited basis, without processing a community plan amendment when all of the following findings can be made:
(i) The increase in traffic generated by the proposed development will not lower, by any increment, the level
of service of affected streets and freeways from what was anticipated in the community plan; and
(ii) Accommodation of the traffic generated by the proposed development will not alter the circulation network identified in the adopted Mission Valley Community Plan; and (iii) An approved light rail transit or other regional or intra-valley public transit system station is identified within 1500 feet of any portion of the proposed structure that would receive the density bonus; and (iv) All other public facilities can accommodate the increased intensity in land use; and
(v) The increased intensity in land use does not adversely affect access to, views of, or preservation of community plan identified open space areas.

These findings can easily be made. Please refer to the supplemental site access analysis below. As seen in this analysis, the increase in traffic generated will not lower by any increment the level of service on surrounding streets or intersections from what exists and what is anticipated in the Community Plan. A 16 ADT increase is well within the allowable increase established by the City of San Diego for use in determining traffic impacts (see City of San Diego, CEQA, Significance Determination Thresholds, Section O). Additionally, the accommodation of the traffic generated will not alter the circulation network. No new street connections or road widening are proposed as part of this development. Finally, the project site is within 1,500 feet of the Mission San Diego station of the San Diego Trolley and is adjacent to Bus Route 18 with a stop on the edge of the project site. Bus Route 18 connects the site to the Grantville Trolley station in addition to the close proximity to the Mission San Diego trolley station.

Additionally, The Healing Center MMCC is proposed on an existing, fully developed site in a 19,700 square foot, multi-tenant office building. This area of Mission Valley is a relatively isolated, commercial corridor bounded on the north by Interstate 8 and by a large canyon to the south. There are no nearby residential uses so public facilities such as schools, libraries and parks are not required or developed within the immediate vicinity of the property. The Grantville Transit Station is located near the project site but would not be impacted by the increased intensity. Other public facilities, including the new Mission Valley Fire Station, already exist in the community and would not be impacted. For these reasons, all other public facilities can accommodate the slight increase in land use intensity.

Finally, The Healing Center MMCC project is proposed on an existing, fully developed site in a 19,7000 square foot, multi-tenant office building. The project is not proposing any exterior modifications to the existing building. For that reason, access to, views of, or preservation of open space areas are not adversely affected.

## Site Access Analysis

Attachment 1 shows a trip generation estimate for the proposed change in use. Using City of San Diego standard trip generation ratios, it appears that the proposed change in use will generate up to 16 ADT . On a peak hour basis, the proposed change in use is expected to generate up to 0 AM peak hour trip ( 0 trips in and 0 trips out) and 2 PM peak hour trips ( 1 trip in and 1 trip out).

In order to analyze potential impacts from the proposed change in use, existing counts were acquired on Camino Del Rio South along the project frontage and east of the adjacent intersection with the I-15 SB ramps. A peak hour intersection count was also obtained at the adjacent intersection of Camino Del Rio and the I-15 SB ramps. Project traffic as discussed above was added to the existing traffic in order to determine existing with project conditions. Attachment 2 shows anticipated project trip distribution percentages and project only ADT based on the project location. Attachment 3 shows the anticipated Existing and Existing with project ADT volumes. Attachment 4 shows the street segment analysis for Camino Del Rio South along the project frontage. As can be seen in this attachment, the proposed change in use would not change the level of service on either of the segments evaluated and no significant impact is anticipated. These segments operate at an acceptable level of service (either "A" or "C"). Attachment 5 shows the existing lane configurations for the signalized intersection of I-15 Southbound off-ramp at Camino Del Rio South. Attachment 6 shows the AM and PM peak hour traffic volumes at this intersection. Attachment 7 shows the existing and existing with project intersection level of service for both the AM and PM peak hours. As can be seen, the intersection of I-15 ramp and Camino Del Rio South operates at an acceptable level of service "B" in the AM peak and "C" in the PM peak. The proposed project would not significantly impact the operation of this intersection. Also attached are Synchro sheets, traffic counts and Caltrans signal timing sheets necessary to document the analysis. Traffic counts were completed on Wednesday June 10, 2015.

## Conclusion:

Based on the information discussed above, it is clear that The Healing Center MMCC (PTS\# 378883) qualifies under the exception to the ADT allocations established by Threshold 2. No traffic impact is anticipated through the addition of 16 ADT from the proposed change in use.

## ATTACHMENT 1

THE HEALING CENTER TRIP GENERATION TABLE

| Use | Amount |  | Trip Rate* | ADT | AM Peak Hour |  |  |  |  |  |  | PM Peak Hour |  |  |  |  |  |
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| EXISTING OCCUPIED SPACE |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Existing Office | 19,300 | SF | Formula | 484 | 13\% | 63 | 9 | : | 1 | 57 | 6 | 14\% | 68 | 2 | 8 | 14 | 54 |
| PROPOSED MMCC USE |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Existing Office | 19,300 | SF | Formula | 484 | 13\% | 63 | 9 | : | 1 | 57 | 6 | 14\% | 68 | 2 : | 8 | 14 | 54 |
| Retail | 400 | SF | 40 /KSF | 16 | 3\% | 0 |  | : | 4 | 0 | 0 | 9\% | 2 | 5 : | 5 | 1 | 1 |
| Subtotal |  |  |  | 500 |  | 63 |  |  |  | 57 | 6 |  | 70 |  |  | 15 | 55 |
| Net Increase |  |  |  | 16 |  | 0 |  |  |  | 0 | 0 |  | 2 |  |  | 1 | 1 |

Notes:

* = Rates taken from the City of San Diego Trip Generation Manual, May 2003

SF = Square Feet
KSF $=1,000$ Square Feet $\quad$ Formula $=\mathrm{LN}(\mathrm{T})=0.756 \mathrm{LN}(\mathrm{T})+3.95$


ADT $=$ Average Daily Traffic

## ATTACHMENT 2

Project Distribution Percentages + Project Only Average Daily Traffic Volumes


ADT = Average Daily Traffic

## ATTACHMENT 3

## ATTACHMENT 4

## Existing \& Existing With Project Street Segment Comparison



## Legend:

LOS $=$ Level of Service
Count Date: June 10, 2015
V/C= Volume to Capacity Ratio
$\Delta V / C=$ Change in $V / C$ ratio
$3-\mathrm{C}=3$ lane Collector with two-way left turn lane with assumed LOS E capacity of $20,000 \mathrm{ADT}$ based on $15,000 \mathrm{ADT}$ capacity in the eastbound direction (2 Lane Collector with 2 way left turn lane) and 5,000 AD T capacity in the westbound direction which is half of a 2 Lane Collector.
$4-\mathrm{C}=4$ lane Collector


ATTACHMENT 5
Existing Lane Configuration


Existing - AM/PM Peak Hour Traffic Volumes


Project Only - AM / PM Peak Hour Traffic Volumes


Existing + Project - AM $/$ PM Peak Hour Traffic Volumes

## ATTACHMENT 7

## Existing \& Existing With Project Intersection LOS Comparison

| \# | Intersection | Existing |  |  |  | Existing + Project |  |  |  |  |  |  |  |
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|  |  | AM Peak Hour |  | PM Peak Hour |  | AM Peak Hour |  | $\Delta$ | S? | PM Peak Hour |  | $\Delta$ | S ? |
|  |  | Delay | LOS | Delay | LOS | Delay | LOS |  |  | Delay | Los |  |  |
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| 1 | I-15 SB Off Ramp / Camino Del Rio South | 19.5 | B | 21.8 | C | 19.5 | B | 0.0 | No | 21.8 | C | 0.0 | No |

## Notes:

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LOS = Level of Service
|=Change
S = Significant
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HCM Signalized Intersection Capacity Analysis
1: Camino Del Rio South \& I-15 SB Off Ramp
6/12/2015

Approach LOS A B C C


HCM Signalized Intersection Capacity Analysis
1: Camino Del Rio South $\& 1-15$ SB Off Ramp

ATTACHMENT 15
HCM Signalized Intersection Capacity Analysis
1: Camino Del Rio South \& I-15 SB Off Ramp
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