Appendix I: Local Transportation Analysis, Sight Distance Exhibit, and Vehicle Miles Traveled Analysis

CITY OF ENCINITAS
MULTI-003289-2019 (9 Single Family Homes)
Zona Gale Road
October 1, 2025

Draft Local Transportation Analysis

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Job #1910

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Executive Summary
Zona Gale Residential Project (9 Residential Lots)

This Local Transportation Analysis (LTA) determines if traffic from the proposed project will conflict with the City's General Plan Circulation Element Policies 1.2 or 1.3 on the study area roadways in the vicinity of the project. The proposed project is a residential subdivision with 9 lots for single family homes. The project site is generally located on the northwest corner of Via Cantebria and Zona Gale Road in the City of Encinitas, California. The site is currently vacant. Project access is from Zona Gale Road.

Project traffic generation was calculated using the San Diego Association of Governments (SANDAG) trip rates from the *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region*, April 2002. The project is calculated to generate 90 ADT, 7 AM peak hour trips and 9 PM peak hour trips. Traffic data was collected on Tuesday September 23, 2025. Near-by schools were in session during traffic data collection. The findings by study scenario are summarized below.

1) Under Existing Conditions, the study intersections and segments are calculated to operate at LOS C or better.

2) Under Existing + Project Conditions, the study intersections and segments are calculated to operate at LOS C or better. <u>The addition of project traffic does not conflict with General Plan Circulation Element Policy 1.2 (because the project's traffic does not change the existing segment LOS C) or Policy 1.3 (because the project's traffic does not cause the study intersections to degrade to LOS E/F). Therefore, off-site roadway improvements are not required.</u>

Each residential dwelling unit is planned with a garage and driveway area for parking. On street parking is not permitted; however, there are seven (7) on-site guest parking spaces. The project site has a hammer head/T-intersection that provides an area for cars and trucks to turn around.

1.0 Introduction

The purpose of this Local Transportation Analysis is to determine if traffic from the proposed project will conflict with the City's General Plan Circulation Element Policies 1.2 or 1.3 on the study area roadways in the vicinity of the project. The project is a 9-lot residential subdivision. The vacant project site is generally located on the northwest corner of Via Cantebria and Zona Gale Road in the City of Encinitas, California. Project access is from Zona Gale Road. The regional location of the project is shown in **Figure 1**. A site plan is shown in **Figure 2.**

This report describes the existing roadway network in the vicinity of the project site and includes a review of the existing and proposed activities for weekday daily traffic and peak AM and PM periods when the project is completed. The format of this study includes the following chapters:

1.0 Introduction
2.0 Transportation Analysis Methodology
3.0 Existing Conditions
4.0 Project Description
5.0 Existing + Project Conditions
6.0 Conclusion
7.0 References

Figure 1: Project Location

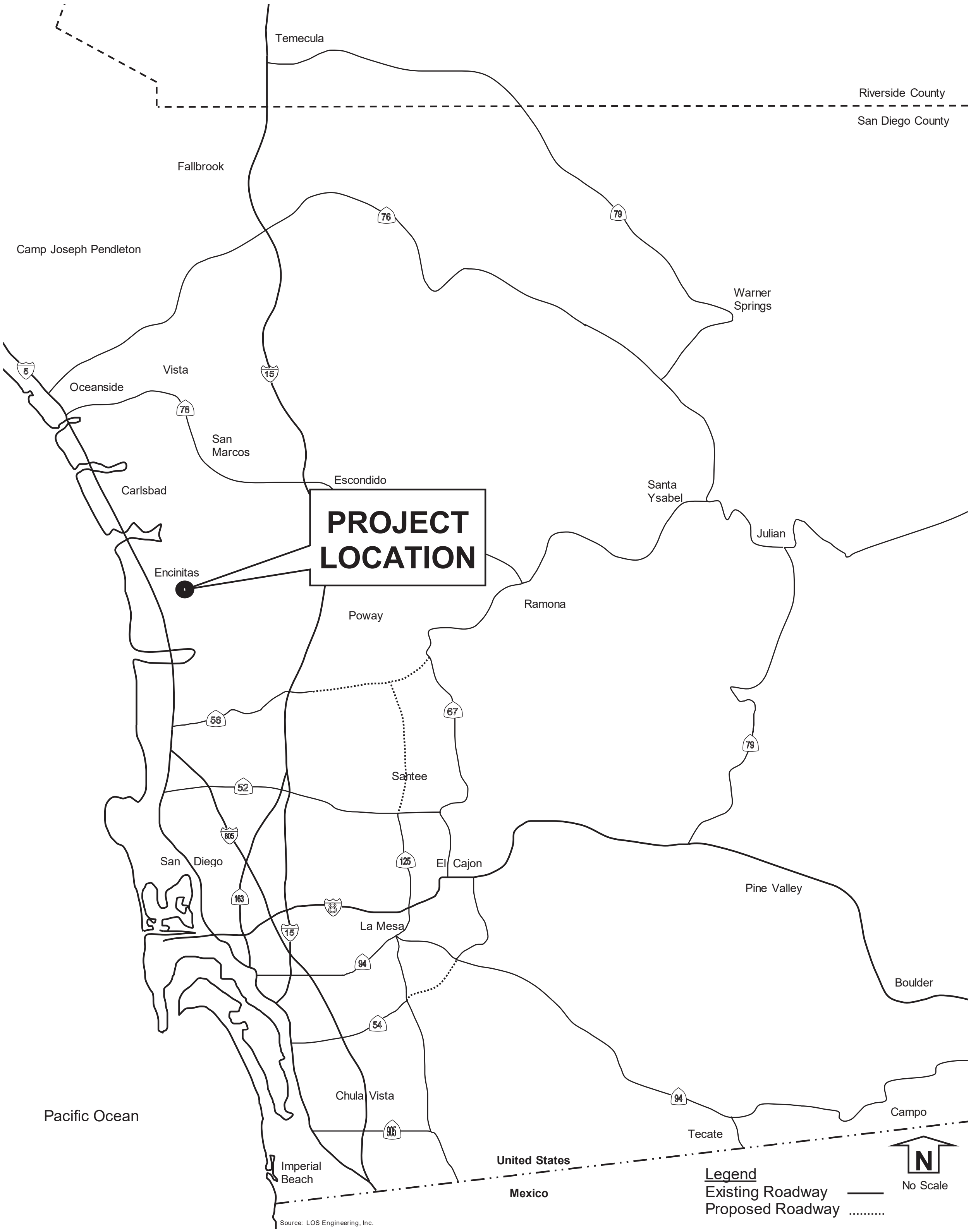
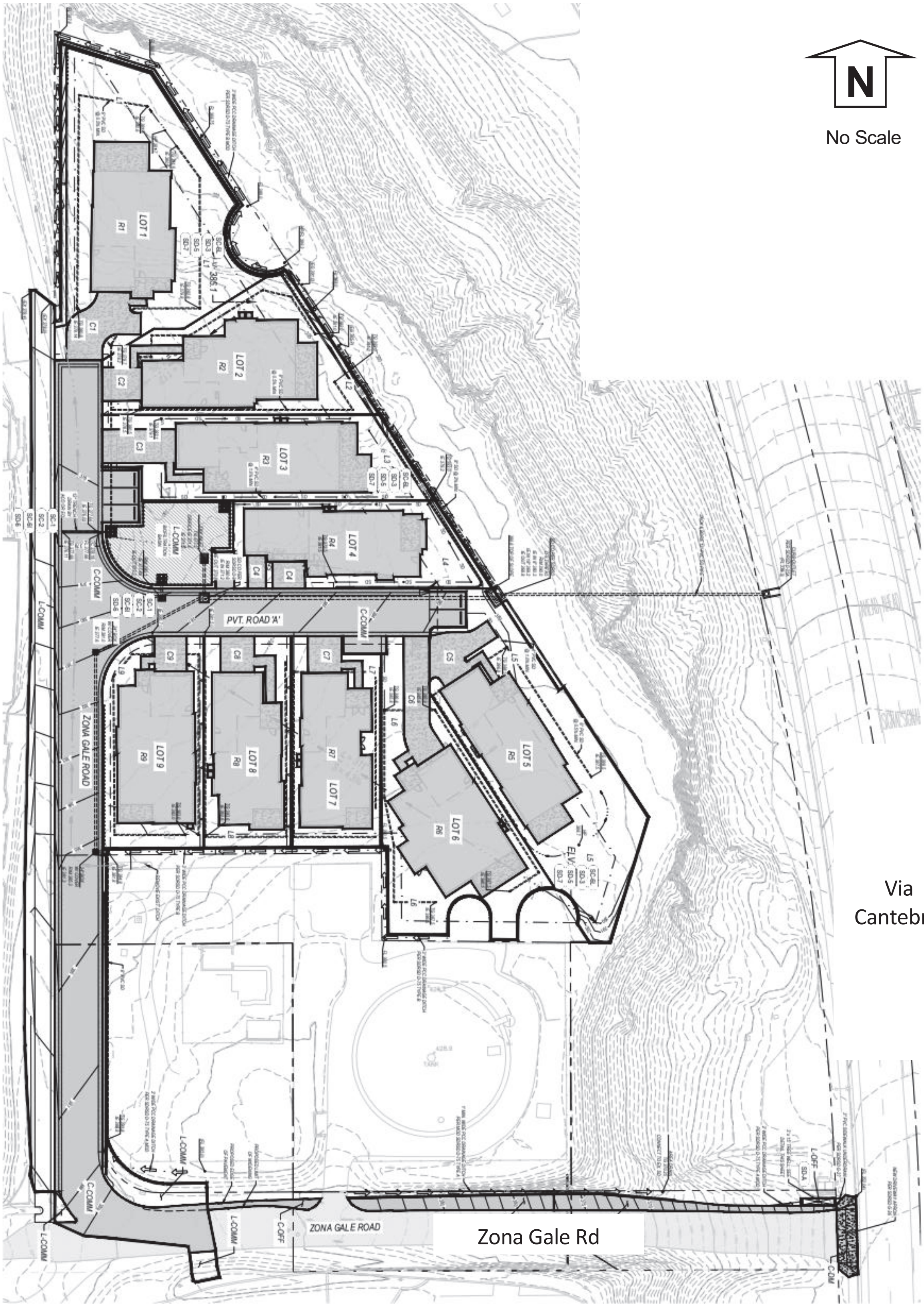


Figure 2: Site Plan



Source: PLSA

2.0 Transportation Analysis Methodology

A Local Transportation Analysis (LTA) is provided to fulfill the Encinitas Municipal Code 23.08.060 requirement of a traffic analysis for projects with more than 2,000 square feet of building area and/or any residential project with five or more units.

This LTS was prepared based on direction from City staff for the required number of study intersections and roadway segments; the scenarios to be analyzed; and the methods required for analysis. The criteria for each of these parameters are included herein.

2.1 Study Area

The following intersection was analyzed as part of this study:

1) Via Cantebria at Zona Gale Road (un-signalized)
2) Via Cantebria at Encinitas Boulevard (signalized)

The following street segments were also analyzed as part of this study:

1) Via Cantebria between Via Montoro and Zona Gale Road, and
2) Via Cantebria between Zona Gale Road and Encinitas Boulevard.

2.2 Study Scenarios

The number of scenarios to be analyzed is typically based on the size of the project. For this project, the following scenarios were included based on coordination with City staff:

1) Existing Conditions
2) Existing + Project Conditions

2.3 Traffic Analysis Methodology

The traffic analyses prepared for this study were based on the *Highway Capacity Manual* (HCM) operations analysis using Level of Service (LOS) evaluation criteria. The operating conditions of the study intersections and street segments were measured using the HCM LOS designations, which ranges from A through F. LOS A represents the best operating condition and LOS F denotes the worst operating condition.

2.3.1 Intersections

The study intersections were analyzed based on the operational analysis outlined in the 7th Edition HCM. This process defines LOS in terms of control delay per vehicle, which is measured in seconds. LOS at the intersections were calculated using the computer software program Synchro 12 (Trafficware Corporation). The 7th Edition HCM LOS for the range of delay by seconds for intersections is shown in **Table 1**.

TABLE 1: INTERSECTION LEVEL OF SERVICE DEFINITIONS (7TH EDITION HCM)

Level of Service	Un-Signalized (TWSC and AWSC) Control Delay (sec/veh where v/c $\leq$ 1)	Signalized Control Delay (sec/veh where v/c $\leq$ 1)
A	0-10	$\leq$ 10
B	> 10-15	> 10-20
C	> 15-25	> 20-35
D	> 25-35	> 35-55
E	> 35-50	> 55-80
F	> 50	> 80

TWSC: Two Way Stop Control. AWSC: All Way Stop Control. Source: 7th Edition HCM.

2.3.2 Street Segments

The roadway segment daily capacity based on the General Plan are summarized in **Table 2**. The City of Encinitas General Plan segment capacities are included in **Appendix A**.

TABLE 2: STREET SEGMENT DAILY CAPACITY AND LOS (CITY OF ENCINITAS)

Facility Type	Number of Lanes	LOS C	LOS D	LOS E
Prime Arterial	6	<46,000	<51,200	<57,000
Prime Arterial – Augmented	6	<53,000	<60,000	<66,000
Major Roadway	4	<28,200	<31,600	<35,200
Major Roadway - Augmented	4+	<36,300	<41,000	<45,400
Collector Roadway	4	<26,000	<29,200	<32,400
Local Roadway - Augmented	2+	<16,000	<18,000	<20,000
Local Roadway	2	<11,200	<12,600	<14,000

Source: City of Encinitas *Public Road Standards* April 1991.

2.4 General Plan Policy Compliance

The City of Encinitas General Plan Circulation Element defines traffic growth policies to promote an adequate roadway circulation system. This LTA determines if Policies 1.2 and 1.3 are affected by the proposed project traffic. The Highway Capacity Manual Level of Service is used to determine compliance with Policies 1.2 and 1.3. If a project's traffic causes a conflict with Policies 1.2 or 1.3 based on the criteria shown in **Table 3**, then an overriding public need should be demonstrated if there is no existing alternative (excerpts from the General Plan are included in **Appendix B**).

TABLE 3: CITY OF ENCINITAS GENERAL PLAN CIRCUILATION ELEMENT POLICIES 1.2 AND 1.3

Circulation Element Policy	Application	Conflict Criteria
Policy 1.2: Endeavor to maintain Level of Service C as a basic design guideline for the local system of roadways understanding that the guideline may not be attainable in all cases	Segments	If project traffic causes the LOS to degrade to less than LOS C, then there is a policy conflict.
Policy 1.3: Prohibit development which results in Level of Service E or F at any intersection unless no alternatives exist and an overriding public need can be demonstrated.	Intersections	If project traffic causes the intersection LOS to degrade to E/F, then there is a policy conflict.

3.0 Existing Conditions

This section describes the study area streets, peak hour volumes, and existing LOS.

3.1 Existing Street System

In the vicinity of the project, the following circulation element roadways were analyzed for this report. The analysis is based on the street classification from the circulation plan of the City's General Plan. Excerpts from City of Encinitas Circulation Plan are included in **Appendix C**.

3.1.1 Circulation Element Roadways

Via Cantebria from Via Montoro to Encinitas Blvd is a four lane un-divided roadway with a center two way left turn lane and Class II bike lanes on each side of the roadway. On-street parking is prohibited on both sides of the roadway. There are contiguous sidewalks on both sides of the roadway. The posted speed limit is 40 Miles Per Hour (MPH). This segment of Via Cantebria is classified as a *4 Lane Collector* on the City of Encinitas Circulation Plan.

3.1.2 Roadway Conditions Summary

A summary of the study roadway is shown in **Table 4**.

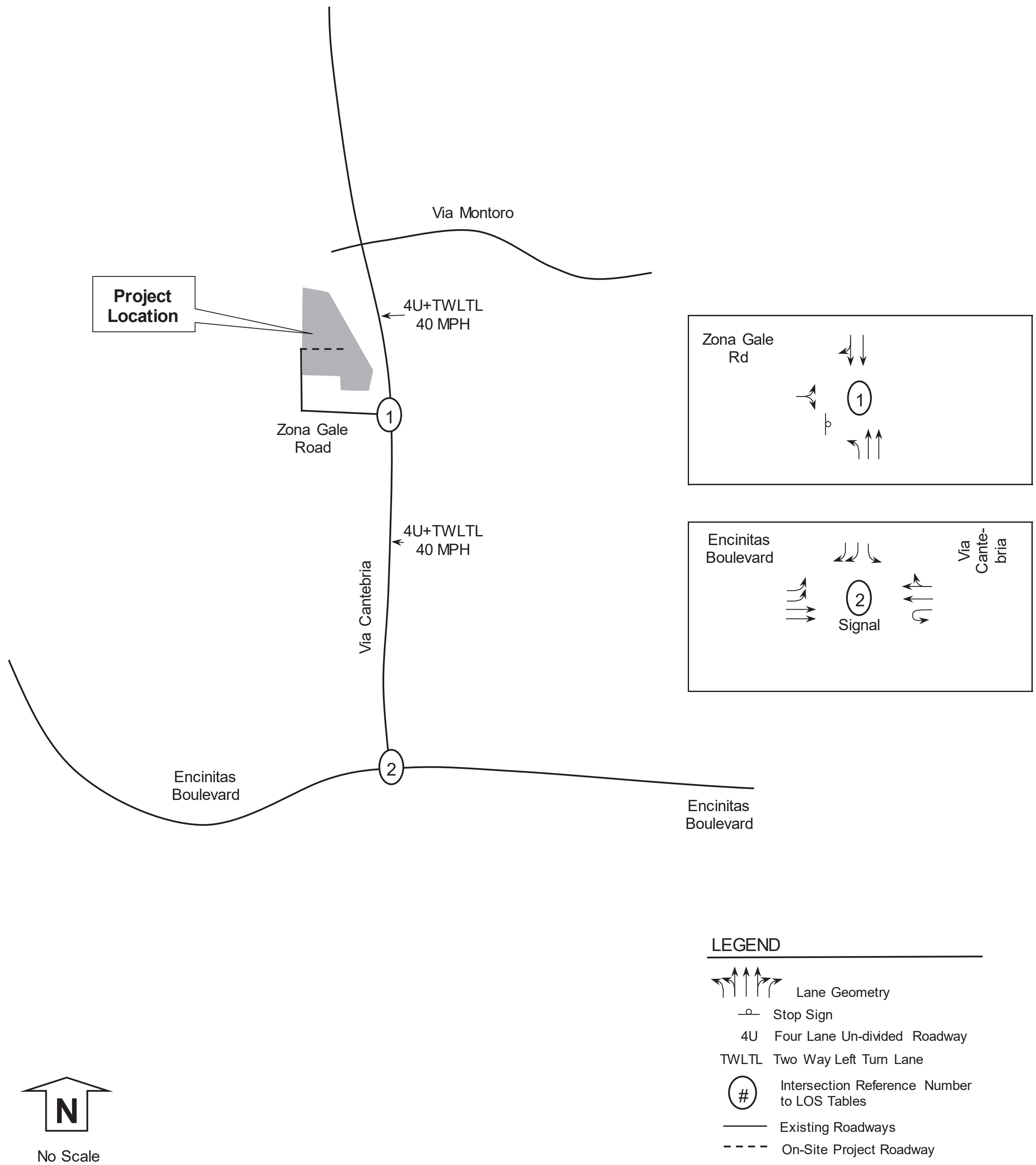
TABLE 4: YEAR 2025 ROADWAY CONDITIONS

Roadway	Travel Lanes	Median	Posted Speed Limit	Bike Lanes	Side-walk	Transit	On-street Parking
Via Cantebria (Via Montoro to Zona Gale Rd)	2 NB 2 SB	TWLTL	40 MPH	Class II	Both Sides	None	None Permitted
Via Cantebria (Zona Gale Rd to Encinitas Blvd)	2 NB 2 SB	TWLTL	40 MPH	Class II	Both Sides	None	None Permitted

Notes: NB: Northbound, SB: Southbound, TWLTL: Two Way Left Turn Lane.

The existing roadway conditions are shown in **Figure 3**.

Figure 3: Existing Roadway Conditions



3.2 Existing Traffic Volumes and LOS Analyses

Intersection counts were collected between 7:00 AM to 9:00 AM for the AM commuter period and from 4:00 PM to 6:00 PM for the PM commuter period. Traffic data was collected on Tuesday (9/23/25) when surrounding schools were in session. Count data are included in **Appendix D**.

Intersection counts included:

1) Via Cantebria at Zona Gale Road (un-signalized)
2) Via Cantebria at Encinitas Boulevard (signalized)

Daily counts (24 hours) were collected for the following segments:

1) Via Cantebria between Via Montoro and Zona Gale Road, and
2) Via Cantebria between Zona Gale Road and Encinitas Boulevard.

The existing counts are shown in **Figure 4**. The LOS calculated for the intersections are shown in **Table 5.** The daily capacity for the street segments is shown in **Table 6**. Intersection LOS worksheets are included in **Appendix E**.

TABLE 5: EXISTING INTERSECTION OPERATIONS

Intersection and	Movement	Peak	Existing	
(Analysis)[1]		Hour	Delay[2]	LOS[3]
1) Via Cantebria at Zona Gale Rd (U)	NBL	AM	0.0	A
	EB LR	AM	0.0	A
	NBL	PM	0.0	A
	EB LR	PM	0.0	A
2) Via Cantebria at Encinitas Blvd (S)	All	AM	21.4	C
	All	PM	20.5	C

Notes: 1) Intersection Analysis - (S) Signalized, (U) Unsignalized. 2) Delay - HCM Control Delay in seconds.
3) LOS: Level of Service. NBL: Northbound Left. EB LR: Eastbound Left-right.

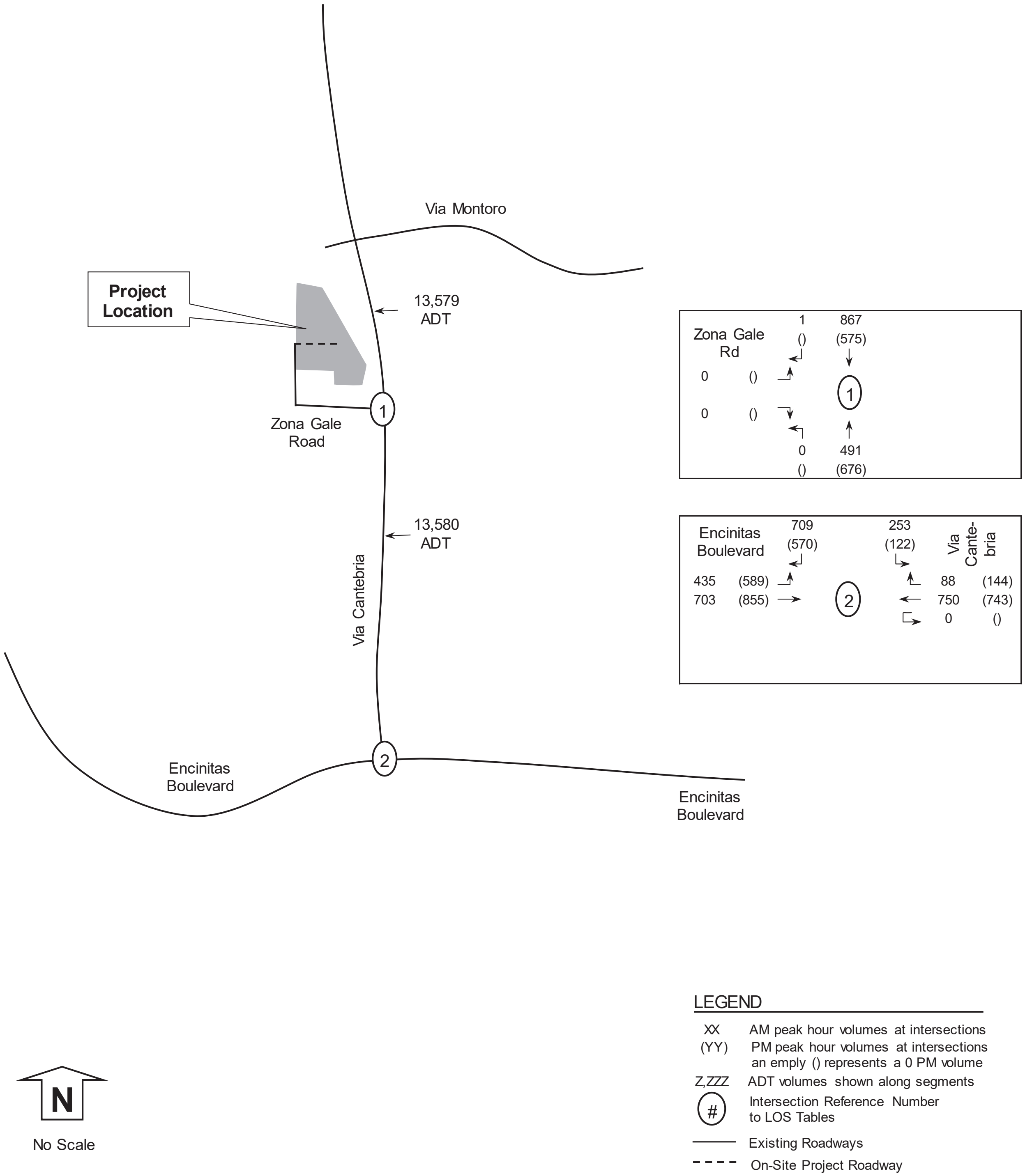
TABLE 6: EXISTING SEGMENT DAILY VOLUMES AND OPERATIONS

Segment	Roadway Classification	Existing				
		# of lanes	Daily Volume	LOS E Capacity	V/C	LOS
Via Cantebria						
Via Montoro to Zona Gale Rd	Collector	4	13,579	32,400	0.42	C
Zona Gale Rd to Encinitas Blvd	Collector	4	13,580	32,400	0.42	C

Notes: Daily volume is an average 24 hour volume. LOS: Level of Service. V/C: Volume to Capacity ratio.

Under Existing Conditions, the study intersections and segments are calculated to operate at LOS C or better.

Figure 4: Existing Volumes



4.0 Project Description

The proposed project is a development of 9 residential lots with project access from Zona Gale Road west of Via Cantebria in Encinitas, California. The site is currently vacant.

4.1 Project Traffic Generation

Project traffic generation was calculated using the San Diego Association of Governments (SANDAG) trip rates from the *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region*, April 2002. The project is calculated to generate 90 ADT, 7 AM peak hour trips (2 inbound and 5 outbound), and 9 PM peak hour trips (6 inbound and 3 outbound) as shown in **Table 7**.

TABLE 7: PROJECT TRAFFIC GENERATION

Proposed Project	Rate		Size & Units		ADT	AM %	AM Split		AM IN	AM OUT	PM %	PM Split		PM IN	PM OUT
9 Single Family Units	10	/DU	9	DU	**90**	8%	0.3	0.7	**2**	**5**	10%	0.7	0.3	**6**	**3**

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

4.2 Project Distribution and Assignment

Project trips were distributed to the adjacent roadway network based on background traffic patterns, commuter patterns, trips attractors, and schools. The project distribution is shown in **Figure 5** with assignment of the project volumes shown in **Figure 6.**

4.3 Project Access

Project access is from Zona Gale Road.

4.4 Project On-Site Parking and Circulation

Each residential dwelling unit is planned with a garage and driveway area for parking. On street parking is not permitted; however, there are seven (7) on-site guest parking spaces. The project site has a hammer head/T-intersection that provides an area for cars and trucks to turn around.

Figure 5: Project Distribution

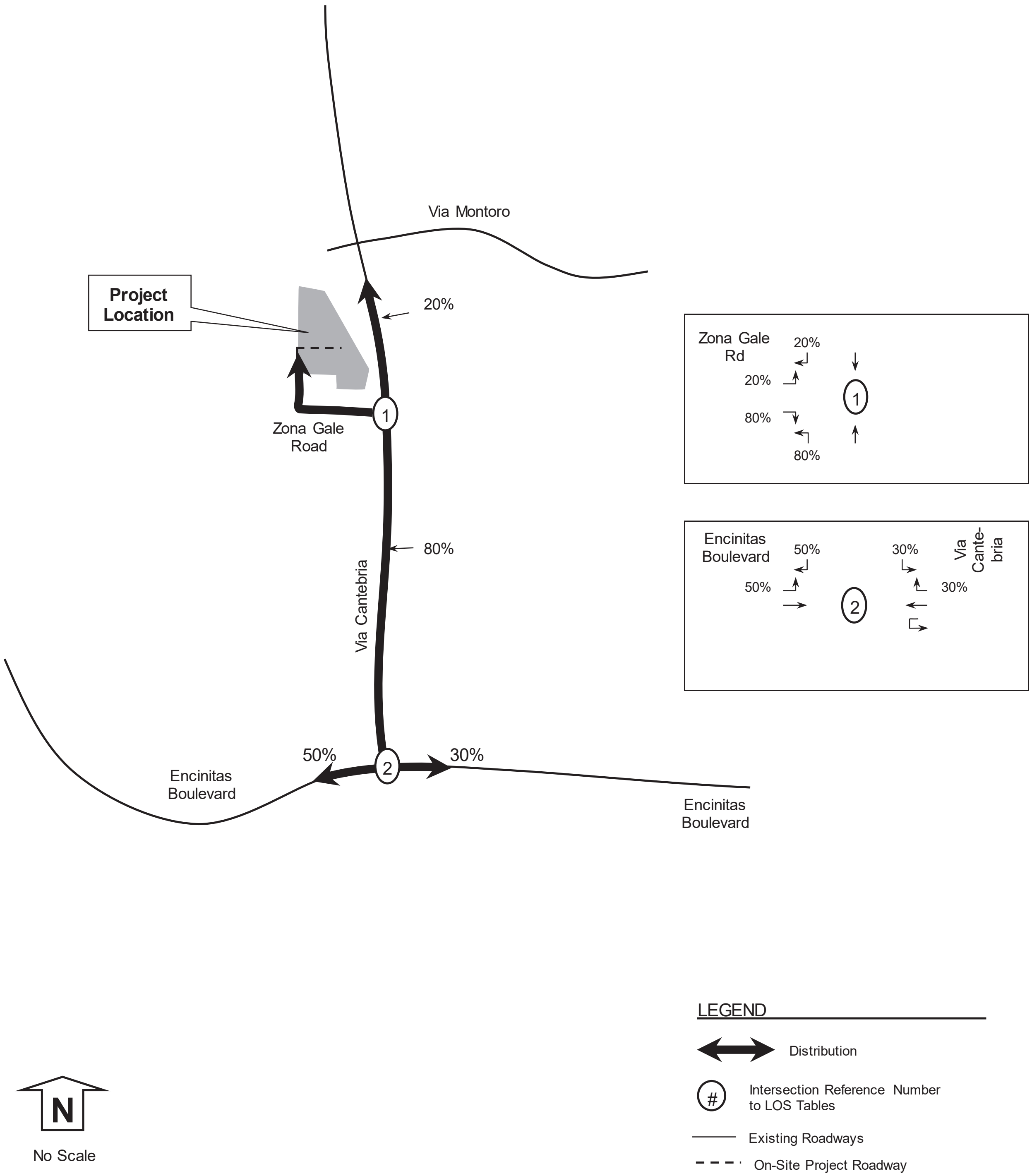
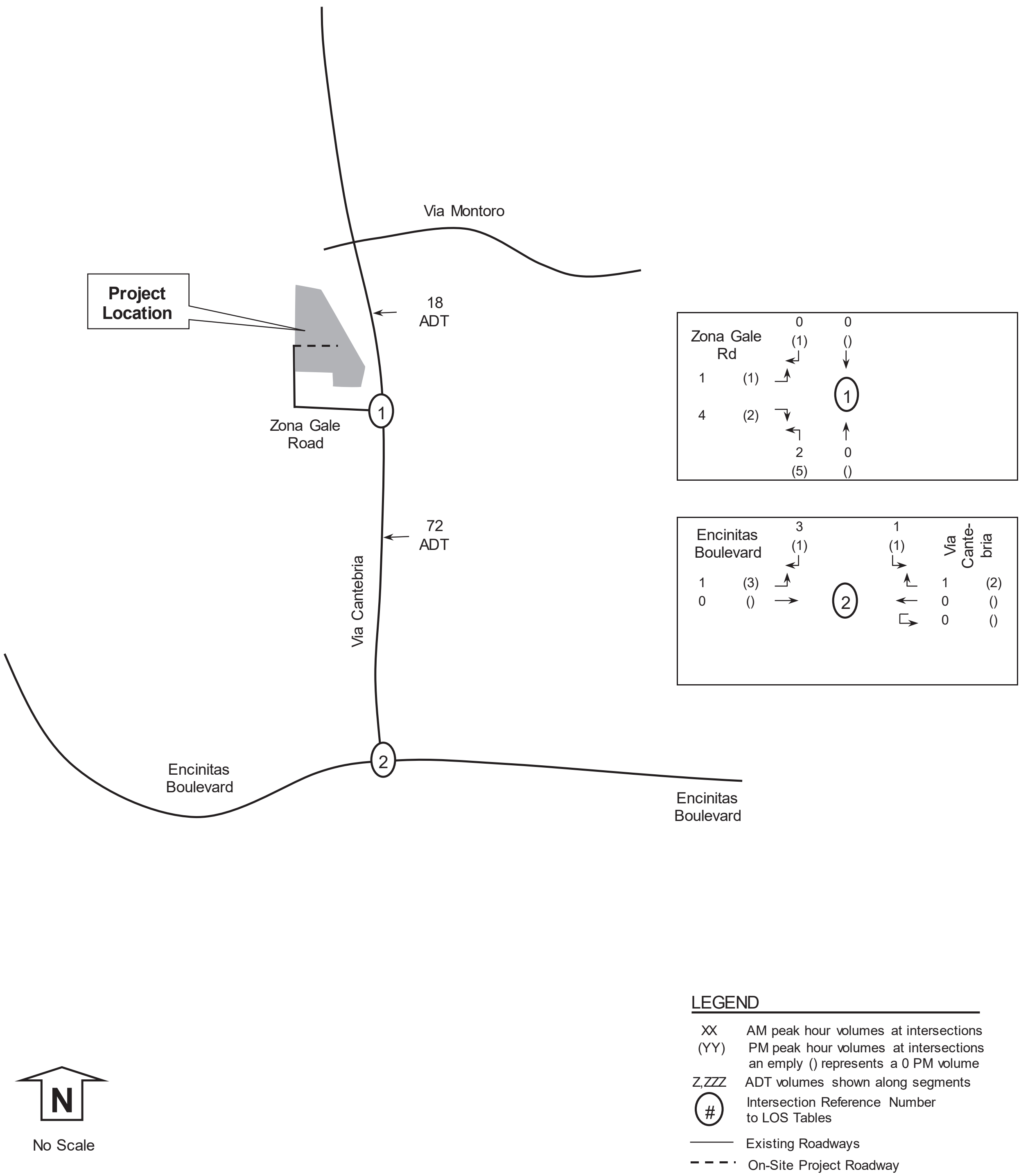


Figure 6: Project Assignment



5.0 Existing + Project Conditions

This scenario represents the addition of project traffic onto Existing volumes. The peak hour intersection volumes and daily traffic volumes are shown in **Figure 7**. The LOS calculated for the intersections are shown in **Table 8.** The daily capacity for the street segments is shown in **Table 9**. Intersection LOS worksheets are included in **Appendix F**.

TABLE 8: EXISTING + PROJECT INTERSECTION OPERATIONS

Intersection and	Movement	Peak	Existing		Existing + Project			
(Analysis)[1]		Hour	Delay[2]	LOS[3]	Delay[2]	LOS[3]	Delta[4]	GP Conflict?[5]
1) Via Cantebria	NBL	AM	0.0	A	10.2	B	10.2	No
at Zona Gale Rd (U)	EB LR	AM	0.0	A	13.5	B	13.5	No
	NBL	PM	0.0	A	8.8	A	8.8	No
	EB LR	PM	0.0	A	11.8	B	11.8	No
2) Via Cantebria at	All	AM	21.4	C	21.6	C	0.2	No
Encinitas Blvd (S)	All	PM	20.5	C	20.7	C	0.2	No

Notes: 1) Intersection Analysis - (S) Signalized, (U) Unsignalized. 2) Delay - HCM Control Delay in sec. 3) LOS: Level of Service. 4) Change in LOS delay from addition of project traffic. 5) General Plan Circulation Element Policy 1.3 conflict if project traffic causes an LOS E/F. NBL: Northbound left. EB LR: Eastbound Left-right.

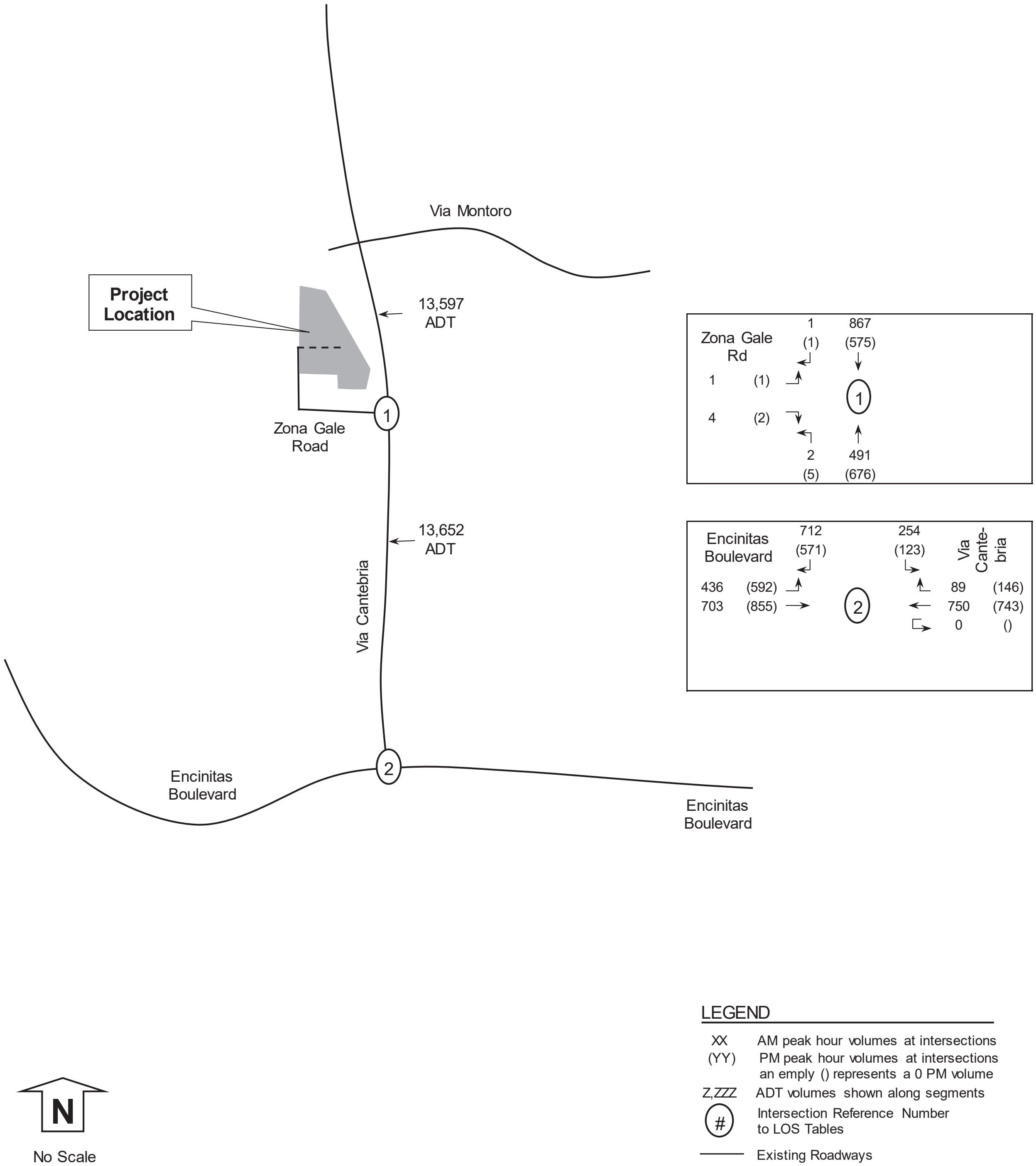
TABLE 9: EXISTING + PROJECT SEGMENT DAILY VOLUMES AND OPERATIONS

Segment	Roadway Classification	Existing				Project	Existing + Project				
		Daily Volume	LOS E Capacity	V/C	LOS	Daily Volume	Daily Volume	V/C	LOS	Change in V/C	Conflict with GP?
Via Cantebria											
Via Montoro to Zona Gale Rd	Collector	13,579	32,400	0.419	C	18	13,597	0.420	C	0.001	No
Zona Gale Rd to Encinitas Blvd	Collector	13,580	32,400	0.419	C	72	13,652	0.421	C	0.002	No

Notes: Daily volume is an average 24 hour volume. LOS: Level of Service. V/C: Volume to Capacity ratio. GP: General Plan

Under Existing + Project Conditions, the study intersections and segments are calculated to operate at LOS C or better. The addition of project traffic does not conflict with General Plan Circulation Element Policy 1.2 (because the project's traffic does not change the existing segment LOS C) or Policy 1.3 (because the project's traffic does not cause the study intersections to degrade to LOS E/F). Therefore, off-site roadway improvements are not required.

Figure 7: Existing + Project Volumes



6.0 Conclusion

This Local Transportation Analysis (LTA) determines if traffic from the proposed project will conflict with the City's General Plan Circulation Element Policies 1.2 or 1.3 on the study area roadways in the vicinity of the project. The proposed project is a residential subdivision with 9 lots for single family homes. The project site is generally located on the northwest corner of Via Cantebria and Zona Gale Road in the City of Encinitas, California. The site is currently vacant. Project access is from Zona Gale Road.

Project traffic generation was calculated using the San Diego Association of Governments (SANDAG) trip rates from the *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region*, April 2002. The project is calculated to generate 90 ADT, 7 AM peak hour trips and 9 PM peak hour trips. Traffic data was collected on Tuesday September 23, 2025. Near-by schools were in session during traffic data collection. The findings by study scenario are summarized below.

1) Under Existing Conditions, the study intersections and segments are calculated to operate at LOS C or better.

2) Under Existing + Project Conditions, the study intersections and segments are calculated to operate at LOS C or better. <u>The addition of project traffic does not conflict with General Plan Circulation Element Policy 1.2 (because the project's traffic does not change the existing segment LOS C) or Policy 1.3 (because the project's traffic does not cause the study intersections to degrade to LOS E/F). Therefore, off-site roadway improvements are not required.</u>

Each residential dwelling unit is planned with a garage and driveway area for parking. On street parking is not permitted; however, there are seven (7) on-site guest parking spaces. The project site has a hammer head/T-intersection that provides an area for cars and trucks to turn around.

7.0 References

City of Encinitas *Circulation Element* May 11, 1995.

Highway Capacity Manual (7th Edition).

San Diego Institute of Transportation Engineers (ITE). May 2019. *Guidelines for Transportation Impact Studies in the San Diego Region*.

San Diego Association of Governments (SANDAG). April 2002. *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region*.

Trafficware Corporation. Synchro 12.0 computer software.

Appendix A

Excerpts from City of Encinitas General Plan on Segment Capacity

THE CITY OF ENCINITAS
CALIFORNIA

PUBLIC ROAD STANDARDS

April, 1991

TABLE 2
GENERAL PLAN CIRCULATION ELEMENT
ROADWAY CAPACITY STANDARDS *

Facility Type	# of Lanes	ADT Capacity LOS C	LOS D	LOS E
FREEWAY	6	108,00	120,000	135,000
	8	145,000	160,000	175,000
	10	175,000	195,000	215,000
Prime Arterial	6	46,000	51,200	57,000
Prime Arterial-Augmented	6	53,000	60,000	66,000
Major Roadway	4	28,200	31,600	35,200
Major Roadway-Augmented	4+	36,300	41,000	45,400
Collector Roadway	4	26,000	29,200	32,400
Local Roadway-Augmented	2+	16,000	18,000	20,000
Local Roadway	2	11,200	12,600	14,000

NOTE:

1. Capacity means the maximum volume for the stated level of service.
2. The above Standards are not applicable to non-circulation element roadways.

* From City of Encinitas General Plan Circulation Element.

Appendix B

Excerpts from City of Encinitas General Plan on General Plan Policy

CIRCULATION ELEMENT

CITY OF ENCINITAS GENERAL PLAN

As Amended 8/25/93, 1/12/94 9/21/94 and 5/11/95

CIRCULATION ELEMENT GOALS AND POLICIES

The following goals and policies included in this Element address a wide range of issues concerning circulation in and through the City. More efficient movement of traffic on existing roadways, the establishment of standards for future roads, provision of other forms of transit, preservation of scenic highways, and improved coastal access are the major areas of concern of the following goals and policies.

Safe, Convenient, and Efficient Transportation System

The following goal and supporting policies emphasize the need to maintain a transportation system thatis capable of handling the existing and projected traffic loads in the City. To achieve this end, a number of policies have beenadopted that call for more efficient use of existing roadways by employing measures that improve the movement of traffic.

GOAL 1: Encinitas should have a transportation system that is safe, convenient and efficient, and sensitive to and compatible with surrounding community character. (Coastal Act/30252)

POLICY 1.1: Ensure that the arterial circulation system provides adequate connections across the freeway for convenient circulation and rapid emergency access.

POLICY 1.2: Endeavor to maintain Level of Service C as a basic design guideline for the local system of roadways understanding that the guideline may not be attainable in all cases.

POLICY 1.3: Prohibit development which results in Level of Service E or F at any intersection unless no alternatives exist and an overriding public need can be demonstrated.

POLICY 1.4: Require, where feasible, interconnecting Offstreet pedestrian and vehicular circulation between adjacent commercial and office land uses. This policy should be required along major transportation cooridors to minimize traffic conflicts associated with pedestrian and vehicular movement to and from these properties. (Coastal Act/30252).

POLICY 1.5: Promote maximum utilization or expansion of existing freeways and prime arterials as an alternative to new freeway or highway construction. Encourage new and/or proposed freeway construction to be outside the Encinitas sphere of influence boundaries.

Appendix C

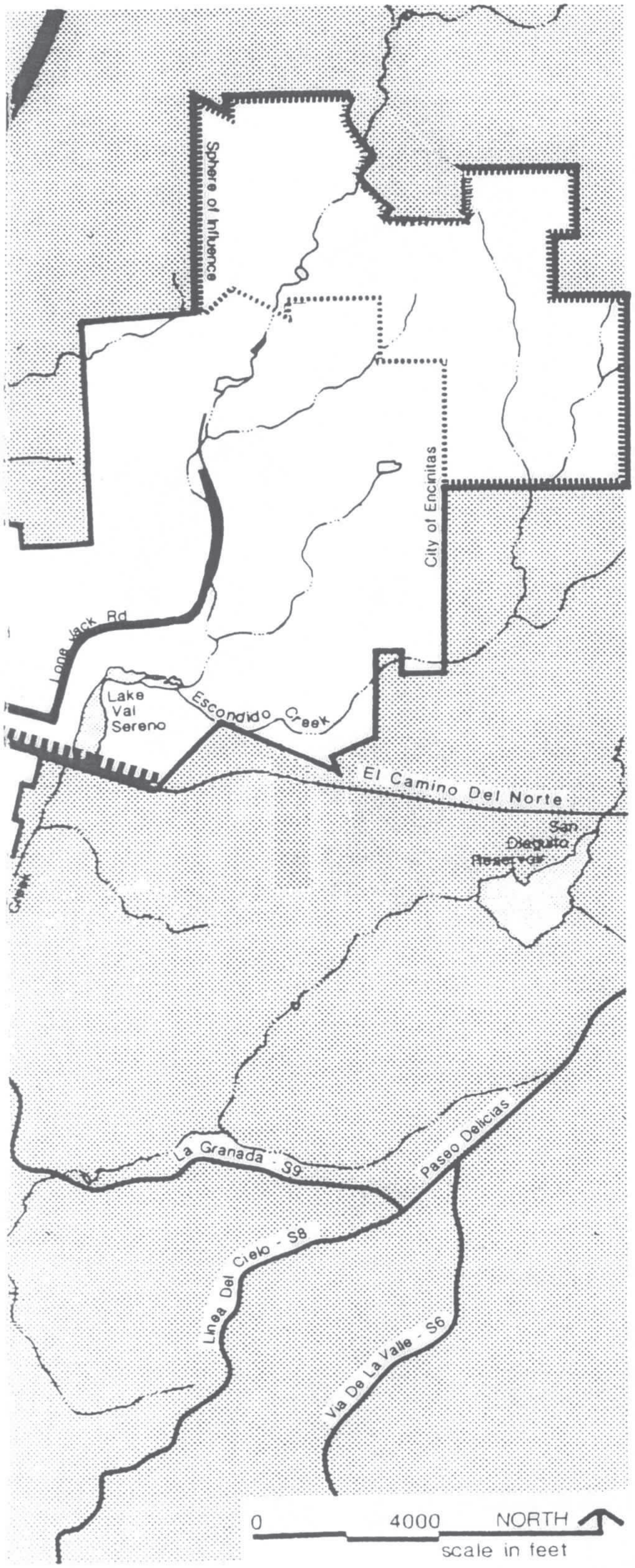
Excerpts from City of Encinitas Circulation Plan

THE CITY OF ENCINITAS
CALIFORNIA

PUBLIC ROAD STANDARDS

April, 1991

SOURCE: Austin-Foust Associates, Inc.



Freeway

Prime Arterial (6 Lanes)

Major (4 Lanes)

Collector (4 Lanes)

Local Street (2 Lanes)

Augmented Facility

Limited Facility

Interchange Reconstruction

NOTE: Leucadia Blvd. between Interstate 5 and El Camino Real designated as 'Scenic Roadway' with 85 foot right-of-way (ROW)

Figure 2
Circulation Plan

Encinitas
General Plan
3/29/89

Appendix D

Count Data

PO Box 1178
Corona, CA 92880
951-268-6268

Location: Encinitas
N/S: Via Cantebria
E/W: Zona Gale Road

Date: 9/23/2025
Day: TUESDAY
Project # 143-25911

TURNING MOVEMENT COUNT

Count Period: **7:00 AM to 9:00 AM**
Peak Hour: **7:45 AM to 8:45 AM**

Vehicle Counts

	Via Cantebria Northbound			Via Cantebria Southbound			Zona Gale Road Eastbound			Zona Gale Road Westbound			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	0	34	0	0	63	0	0	0	0	0	0	0	97
7:15 AM	0	58	0	0	68	0	0	0	0	0	0	0	126
7:30 AM	0	65	0	0	162	0	0	0	0	0	0	0	227
7:45 AM	0	117	0	0	275	0	0	0	0	0	0	0	392
8:00 AM	0	154	0	0	229	0	0	0	0	0	0	0	383
8:15 AM	0	119	0	0	195	1	0	0	0	0	0	0	315
8:30 AM	0	101	0	0	168	0	0	0	0	0	0	0	269
8:45 AM	0	112	0	0	127	0	0	0	0	0	0	0	239
TOTAL VOLUMES:	0	760	0	0	1287	1	0	0	0	0	0	0	2048

AM Peak Hr Begins at: 745 AM

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
PEAK VOLUMES:	0	491	0	0	867	1	0	0	0	0	0	0	1359

PEAK HR FACTOR:	0.797	0.789	0.000	0.000	0.867

Bicycle Counts

	Via Cantebria Northbound			Via Cantebria Southbound			Zona Gale Road Eastbound			Zona Gale Road Westbound			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	2	0	0	0	1	0	0	0	0	0	0	0	3
7:15 AM	0	0	0	0	0	0	0	0	2	0	0	0	2
7:30 AM	0	1	0	0	2	0	0	0	0	0	0	0	3
7:45 AM	0	2	0	0	3	0	0	0	3	0	0	0	8
8:00 AM	0	3	0	0	6	0	0	0	0	0	0	0	9
8:15 AM	0	0	0	0	6	0	0	0	0	0	0	0	6
8:30 AM	0	0	0	0	1	0	0	0	1	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	2	6	0	0	19	0	0	0	6	0	0	0	33

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
PEAK VOLUMES:	0	5	0	0	16	0	0	0	4	0	0	0	25

Pedestrian Counts

	Via Cantebria North Leg	Via Cantebria South Leg	Zona Gale Road East Leg	Zona Gale Road West Leg	TOTAL
7:00 AM	1	0	0	1	2
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	1	1
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	2	3

	North Leg	South Leg	East Leg	West Leg	TOTAL
PEAK VOLUMES:	0	0	0	1	1

PO Box 1178
Corona, CA 92880
951-268-6268

Location: Encinitas
N/S: Via Cantebria
E/W: Zona Gale Road

Date: 9/23/2025
Day: TUESDAY
Project # 143-25911

TURNING MOVEMENT COUNT

Count Period: **4:00 PM to 6:00 PM**
Peak Hour: **4:00 PM to 5:00 PM**

Vehicle Counts

	Via Cantebria Northbound			Via Cantebria Southbound			Zona Gale Road Eastbound			Zona Gale Road Westbound			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	0	192	0	0	140	0	0	0	0	0	0	0	332
4:15 PM	0	172	0	0	157	0	0	0	0	0	0	0	329
4:30 PM	0	155	0	0	134	0	0	0	0	0	0	0	289
4:45 PM	0	157	0	0	144	0	0	0	0	0	0	0	301
5:00 PM	0	166	0	0	132	0	0	0	0	0	0	0	298
5:15 PM	0	118	0	0	113	1	0	0	0	0	0	0	232
5:30 PM	0	128	0	0	131	0	1	0	0	0	0	0	260
5:45 PM	0	93	0	0	127	0	0	0	0	0	0	0	220
TOTAL VOLUMES:	0	1181	0	0	1078	1	1	0	0	0	0	0	2261

PM Peak Hr Begins at: 400 PM

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
PEAK VOLUMES:	0	676	0	0	575	0	0	0	0	0	0	0	1251

PEAK HR FACTOR:	0.880	0.916	0.000	0.000	0.942

Bicycle Counts

	Via Cantebria Northbound			Via Cantebria Southbound			Zona Gale Road Eastbound			Zona Gale Road Westbound			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	5
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	1	0	0	3	0	0	0	0	0	0	0	4
5:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	4
5:15 PM	2	1	0	0	0	0	0	0	0	0	0	0	3
5:30 PM	0	2	0	0	3	0	0	0	0	0	0	0	5
5:45 PM	0	1	0	0	4	0	0	0	0	0	0	0	5
TOTAL VOLUMES:	2	16	0	0	10	0	0	0	0	0	0	0	28

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
PEAK VOLUMES:	0	8	0	0	3	0	0	0	0	0	0	0	11

Pedestrian Counts

	Via Cantebria North Leg	Via Cantebria South Leg	Zona Gale Road East Leg	Zona Gale Road West Leg	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	2	0	0	0	2
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	2	0	0	0	2

	North Leg	South Leg	East Leg	West Leg	TOTAL
PEAK VOLUMES:	2	0	0	0	2

PO Box 1178
Corona, CA 92880
951-268-6268

Location: Encinitas
N/S: Via Cantebria
E/W: Encinitas Boulevard

Date: 9/23/2025
Day: TUESDAY
Project # 143-25911

TURNING MOVEMENT COUNT

Count Period: **7:00 AM to 9:00 AM**
Peak Hour: **7:45 AM to 8:45 AM**

Vehicle Counts

	Via Cantebria Northbound			Via Cantebria Southbound			Encinitas Boulevard Eastbound			Encinitas Boulevard Westbound			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	0	0	0	13	0	61	31	102	0	0	77	6	290
7:15 AM	0	0	0	13	0	68	52	102	0	0	108	10	353
7:30 AM	0	0	0	26	0	155	60	127	0	0	144	6	518
7:45 AM	0	0	0	56	0	250	118	159	0	0	188	17	788
8:00 AM	0	0	0	87	0	174	117	186	0	0	187	33	784
8:15 AM	0	0	0	63	0	155	116	200	0	0	227	24	785
8:30 AM	0	0	0	47	0	130	84	158	0	0	148	14	581
8:45 AM	0	0	0	31	0	100	90	146	0	0	144	16	527
TOTAL VOLUMES:	0	0	0	336	0	1093	668	1180	0	0	1223	126	4626

AM Peak Hr Begins at: 745 AM

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
PEAK VOLUMES:	0	0	0	253	0	709	435	703	0	0	750	88	2938

PEAK HR FACTOR:	0.000	0.786	0.900	0.835	0.932

Bicycle Counts

	Via Cantebria Northbound			Via Cantebria Southbound			Encinitas Boulevard Eastbound			Encinitas Boulevard Westbound			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	0	0	0	0	0	1	0	0	0	0	2	1	4
7:15 AM	0	0	0	0	0	2	0	1	0	0	1	0	4
7:30 AM	0	0	0	0	0	2	0	1	0	0	1	0	4
7:45 AM	0	0	0	2	0	10	0	2	0	0	4	1	19
8:00 AM	0	0	0	0	0	10	0	3	0	0	4	1	18
8:15 AM	0	0	0	0	0	7	0	0	0	0	6	0	13
8:30 AM	0	0	0	0	0	3	0	0	0	0	0	0	3
8:45 AM	0	0	0	0	0	1	0	0	0	0	1	0	2
TOTAL VOLUMES:	0	0	0	2	0	36	0	7	0	0	19	3	67

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
PEAK VOLUMES:	0	0	0	2	0	30	0	5	0	0	14	2	53

Pedestrian Counts

	Via Cantebria North Leg	Via Cantebria South Leg	Encinitas Boulevard East Leg	Encinitas Boulevard West Leg	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	1	0	2	0	3
7:30 AM	1	0	0	0	1
7:45 AM	1	0	0	0	1
8:00 AM	0	0	1	0	1
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	3	0	3	0	6

	North Leg	South Leg	East Leg	West Leg	TOTAL
PEAK VOLUMES:	1	0	1	0	2

PO Box 1178
Corona, CA 92880
951-268-6268

Location: Encinitas
N/S: Via Cantebria
E/W: Encinitas Boulevard

Date: 9/23/2025
Day: TUESDAY
Project # 143-25911

TURNING MOVEMENT COUNT

Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM

Vehicle Counts

	Via Cantebria Northbound			Via Cantebria Southbound			Encinitas Boulevard Eastbound			Encinitas Boulevard Westbound			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	0	0	0	27	0	145	154	244	0	0	183	42	795
4:15 PM	0	0	0	34	0	151	146	186	0	0	178	42	737
4:30 PM	0	0	0	27	0	124	147	214	0	0	175	31	718
4:45 PM	0	0	0	34	0	150	142	211	0	0	207	29	773
5:00 PM	0	0	0	28	0	138	129	230	0	0	188	36	749
5:15 PM	0	0	0	25	0	107	124	192	0	0	172	30	650
5:30 PM	0	0	0	26	0	120	105	176	0	0	159	23	609
5:45 PM	0	0	0	22	0	115	94	159	0	0	169	22	581
TOTAL VOLUMES:	0	0	0	223	0	1050	1041	1612	0	0	1431	255	5612

PM Peak Hr Begins at: 400 PM

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
PEAK VOLUMES:	0	0	0	122	0	570	589	855	0	0	743	144	3023

PEAK HR FACTOR:	0.000	0.935	0.907	0.940	0.951

Bicycle Counts

	Via Cantebria Northbound			Via Cantebria Southbound			Encinitas Boulevard Eastbound			Encinitas Boulevard Westbound			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	0	0	0	0	0	0	2	1	0	0	1	0	4
4:15 PM	0	0	0	0	0	1	0	3	0	0	1	0	5
4:30 PM	0	0	0	0	0	2	1	1	0	0	4	1	9
4:45 PM	0	0	0	0	0	2	1	2	0	0	2	0	7
5:00 PM	0	0	0	0	0	0	4	1	0	0	2	0	7
5:15 PM	0	0	0	0	0	0	1	3	0	0	0	2	6
5:30 PM	0	0	0	1	0	2	2	0	0	0	0	0	5
5:45 PM	0	0	0	0	0	3	1	2	0	0	3	0	9
TOTAL VOLUMES:	0	0	0	1	0	10	12	13	0	0	13	3	52

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
PEAK VOLUMES:	0	0	0	0	0	5	4	7	0	0	8	1	25

Pedestrian Counts

	Via Cantebria North Leg	Via Cantebria South Leg	Encinitas Boulevard East Leg	Encinitas Boulevard West Leg	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	2	0	1	0	3
4:30 PM	0	0	0	0	0
4:45 PM	0	0	1	0	1
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	2	0	1	0	3
5:45 PM	1	0	0	0	1
TOTAL VOLUMES:	5	0	3	0	8

	North Leg	South Leg	East Leg	West Leg	TOTAL
PEAK VOLUMES:	2	0	2	0	4

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878

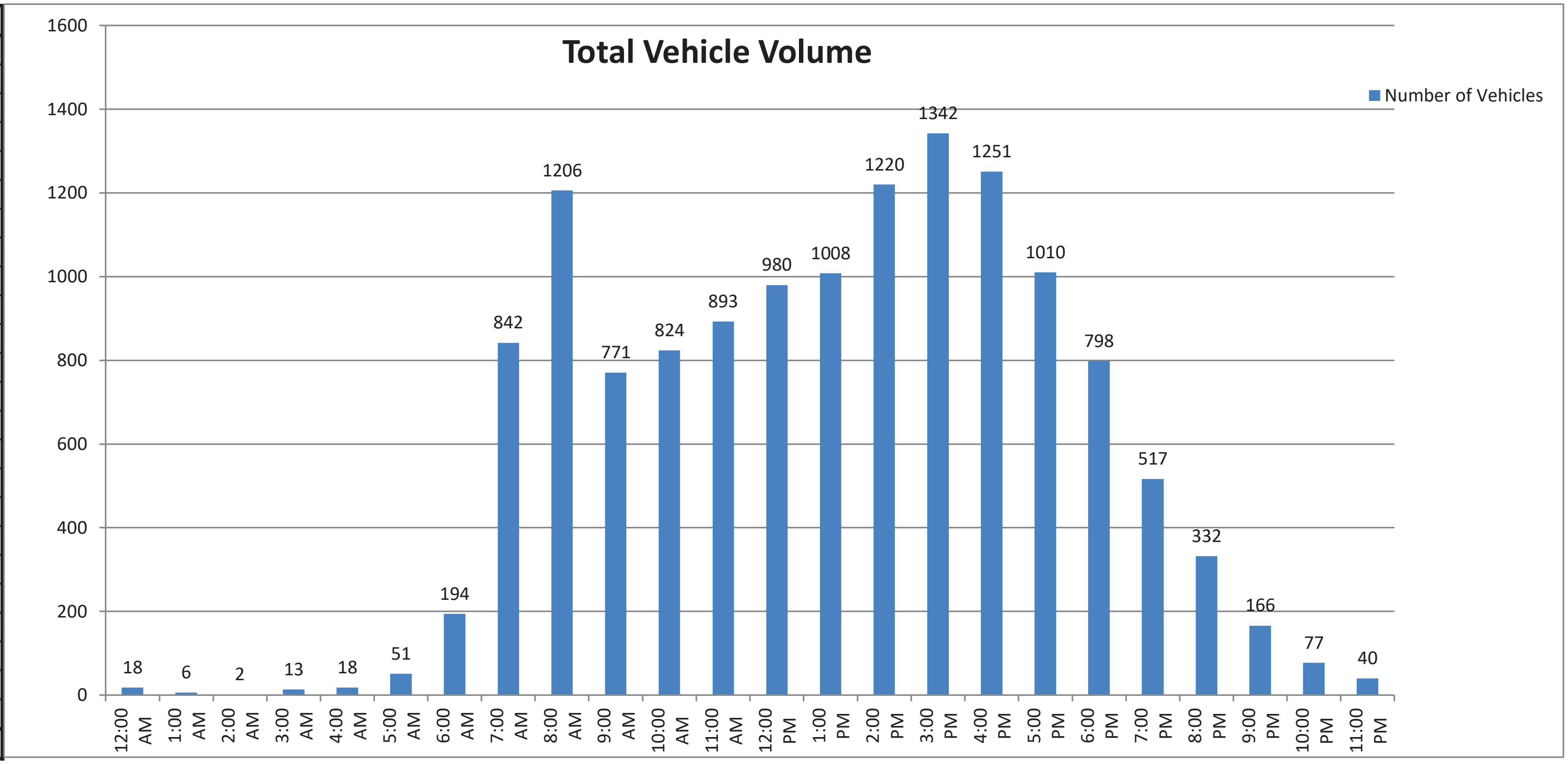
24 Hour Volume Plot

Via Cantebria

B/ Via Montoro - Zona Gale Road

9/23/2025

Start Time	9/23/2025
12:00 AM	18
1:00 AM	6
2:00 AM	2
3:00 AM	13
4:00 AM	18
5:00 AM	51
6:00 AM	194
7:00 AM	842
8:00 AM	1206
9:00 AM	771
10:00 AM	824
11:00 AM	893
12:00 PM	980
1:00 PM	1008
2:00 PM	1220
3:00 PM	1342
4:00 PM	1251
5:00 PM	1010
6:00 PM	798
7:00 PM	517
8:00 PM	332
9:00 PM	166
10:00 PM	77
11:00 PM	40
Total	13579



Volumes represent the combined totals for both directions

Phone: 951-268-6268
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Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878

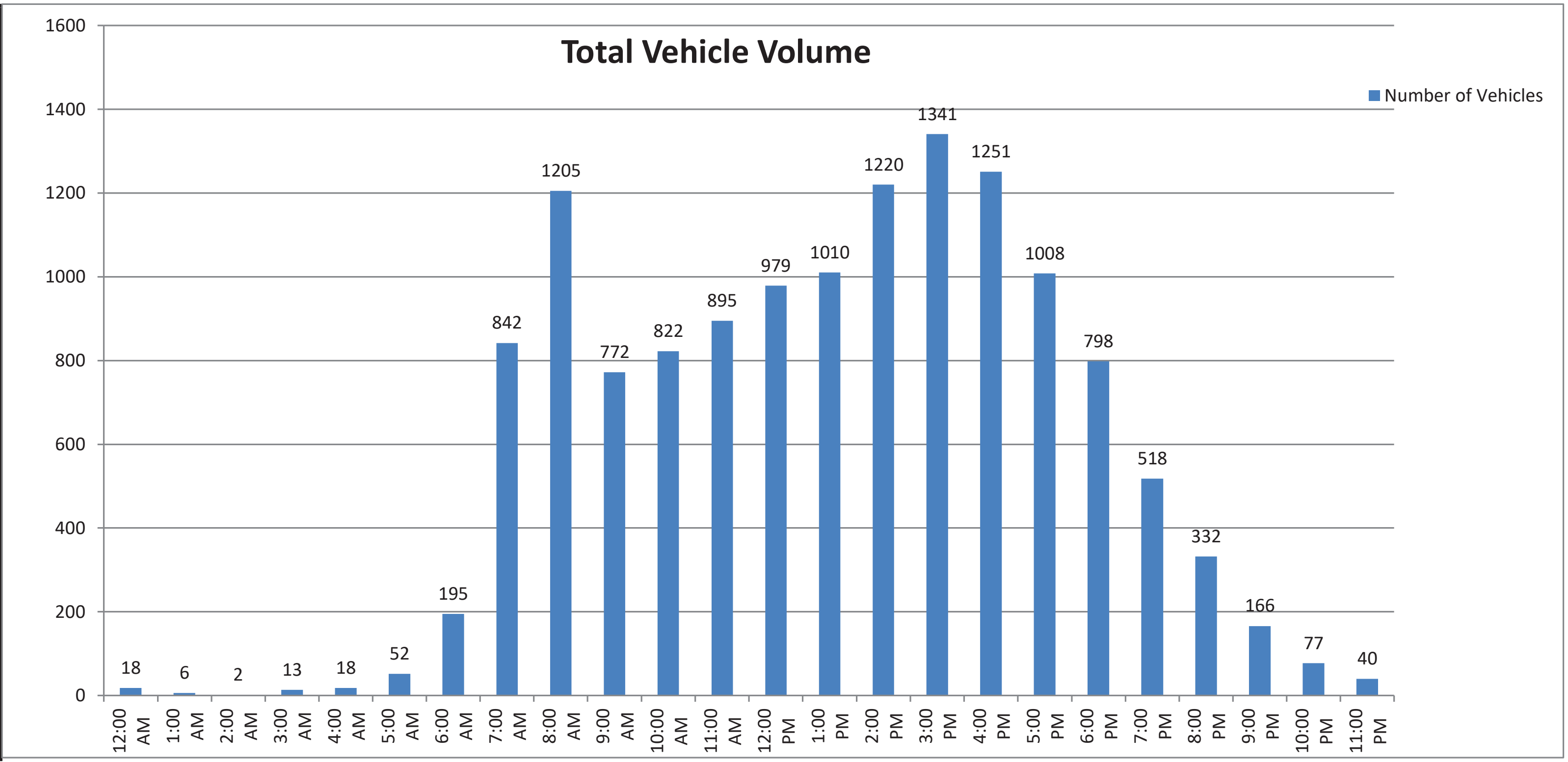
24 Hour Volume Plot

Via Cantebria

B/ Zona Gale Road - Encinitas Boulevard

9/23/2025

Start Time	9/23/2025
12:00 AM	18
1:00 AM	6
2:00 AM	2
3:00 AM	13
4:00 AM	18
5:00 AM	52
6:00 AM	195
7:00 AM	842
8:00 AM	1205
9:00 AM	772
10:00 AM	822
11:00 AM	895
12:00 PM	979
1:00 PM	1010
2:00 PM	1220
3:00 PM	1341
4:00 PM	1251
5:00 PM	1008
6:00 PM	798
7:00 PM	518
8:00 PM	332
9:00 PM	166
10:00 PM	77
11:00 PM	40
Total	13580



Volumes represent the combined totals for both directions

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Appendix E

Existing Intersection LOS Worksheets

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	491	867	1
Future Vol, veh/h	0	0	0	491	867	1
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	564	997	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1281	501	999	0	-	0
Stage 1	998	-	-	-	-	-
Stage 2	283	-	-	-	-	-
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	157	516	689	-	-	-
Stage 1	317	-	-	-	-	-
Stage 2	740	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	157	515	688	-	-	-
Mov Cap-2 Maneuver	258	-	-	-	-	-
Stage 1	317	-	-	-	-	-
Stage 2	739	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	688	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (veh/h)	435	703	0	750	88	253	709
Future Volume (veh/h)	435	703	0	750	88	253	709
Initial Q (Qb), veh	0	0		0	0	0	0
Lane Width Adj.	1.00	1.00		1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00				0.96	1.00	1.00
Parking Bus, Adj	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	1870	1870		1870	1870	1870	1870
Adj Flow Rate, veh/h	468	756		806	95	272	762
Peak Hour Factor	0.93	0.93		0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2		2	2	2	2
Cap, veh/h	603	1989		1042	123	579	906
Arrive On Green	0.17	0.56		0.33	0.33	0.32	0.32
Sat Flow, veh/h	3456	3647		3279	375	1781	2790
Grp Volume(v), veh/h	468	756		449	452	272	762
Grp Sat Flow(s),veh/h/ln	1728	1777		1777	1785	1781	1395
Q Serve(g_s), s	8.9	8.2		15.8	15.8	8.4	17.6
Cycle Q Clear(g_c), s	8.9	8.2		15.8	15.8	8.4	17.6
Prop In Lane	1.00				0.21	1.00	1.00
Lane Grp Cap(c), veh/h	603	1989		581	584	579	906
V/C Ratio(X)	0.78	0.38		0.77	0.77	0.47	0.84
Avail Cap(c_a), veh/h	949	2362		796	799	721	1128
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.3	8.5		21.0	21.0	18.6	21.7
Incr Delay (d2), s/veh	2.2	0.1		3.2	3.2	0.6	4.8
Initial Q Delay(d3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	2.7		6.6	6.6	3.3	0.6
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	29.5	8.6		24.2	24.2	19.2	26.5
LnGrp LOS	C	A		C	C	B	C
Approach Vol, veh/h		1224		901		1034	
Approach Delay, s/veh		16.6		24.2		24.6	
Approach LOS		B		C		C	

Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	42.7	26.5	16.1	26.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	46.0	28.0	19.0	31.0
Max Q Clear Time (g_c+I1), s	10.2	19.6	10.9	17.8
Green Ext Time (p_c), s	6.1	2.9	1.1	4.9

Intersection Summary	
HCM 7th Control Delay, s/veh	21.4
HCM 7th LOS	C

Intersection						
Int Delay, s/veh	0					

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	676	575	0
Future Vol, veh/h	0	0	0	676	575	0
Conflicting Peds, #/hr	2	0	0	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	719	612	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	975	308	614	0	-	0
Stage 1	614	-	-	-	-	-
Stage 2	362	-	-	-	-	-
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	249	688	962	-	-	-
Stage 1	503	-	-	-	-	-
Stage 2	675	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	248	687	960	-	-	-
Mov Cap-2 Maneuver	372	-	-	-	-	-
Stage 1	502	-	-	-	-	-
Stage 2	674	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	960	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (veh/h)	589	855	0	743	144	122	570
Future Volume (veh/h)	589	855	0	743	144	122	570
Initial Q (Qb), veh	0	0		0	0	0	0
Lane Width Adj.	1.00	1.00		1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00				0.97	1.00	1.00
Parking Bus, Adj	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	1870	1870		1870	1870	1870	1870
Adj Flow Rate, veh/h	620	900		782	152	128	600
Peak Hour Factor	0.95	0.95		0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2		2	2	2	2
Cap, veh/h	753	2192		1003	195	474	743
Arrive On Green	0.22	0.62		0.34	0.34	0.27	0.27
Sat Flow, veh/h	3456	3647		3042	573	1781	2790
Grp Volume(v), veh/h	620	900		471	463	128	600
Grp Sat Flow(s),veh/h/ln	1728	1777		1777	1744	1781	1395
Q Serve(g_s), s	11.7	8.9		16.3	16.3	3.9	13.8
Cycle Q Clear(g_c), s	11.7	8.9		16.3	16.3	3.9	13.8
Prop In Lane	1.00				0.33	1.00	1.00
Lane Grp Cap(c), veh/h	753	2192		605	594	474	743
V/C Ratio(X)	0.82	0.41		0.78	0.78	0.27	0.81
Avail Cap(c_a), veh/h	960	2389		805	790	729	1142
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.5	6.7		20.3	20.3	19.8	23.5
Incr Delay (d2), s/veh	4.7	0.1		3.6	3.6	0.3	2.5
Initial Q Delay(d3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	2.7		6.8	6.7	1.6	0.3
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	30.2	6.8		23.8	23.9	20.1	26.0
LnGrp LOS	C	A		C	C	C	C
Approach Vol, veh/h		1520		934		728	
Approach Delay, s/veh		16.4		23.8		25.0	
Approach LOS		B		C		C	

Timer - Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				46.2		22.2	18.9	27.3
Change Period (Y+Rc), s				4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s				46.0		28.0	19.0	31.0
Max Q Clear Time (g_c+I1), s				10.9		15.8	13.7	18.3
Green Ext Time (p_c), s				7.7		2.5	1.2	5.0

Intersection Summary			
HCM 7th Control Delay, s/veh			20.5
HCM 7th LOS			C

Appendix F

Existing + Project Intersection LOS Worksheets

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	4	2	491	867	1
Future Vol, veh/h	1	4	2	491	867	1
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	5	2	564	997	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1286	501	999	0	-	0
Stage 1	998	-	-	-	-	-
Stage 2	288	-	-	-	-	-
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	156	516	689	-	-	-
Stage 1	317	-	-	-	-	-
Stage 2	736	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	155	515	688	-	-	-
Mov Cap-2 Maneuver	257	-	-	-	-	-
Stage 1	316	-	-	-	-	-
Stage 2	735	-	-	-	-	-

Approach	EB		NB		SB	
HCM Ctrl Dly, s/v	13.52		0.04		0	
HCM LOS	B					

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	688	-	428	-	-
HCM Lane V/C Ratio	0.003	-	0.013	-	-
HCM Ctrl Dly (s/v)	10.2	-	13.5	-	-
HCM Lane LOS	B	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (veh/h)	436	703	0	750	89	254	712
Future Volume (veh/h)	436	703	0	750	89	254	712
Initial Q (Qb), veh	0	0		0	0	0	0
Lane Width Adj.	1.00	1.00		1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00				0.96	1.00	1.00
Parking Bus, Adj	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	1870	1870		1870	1870	1870	1870
Adj Flow Rate, veh/h	469	756		806	96	273	766
Peak Hour Factor	0.93	0.93		0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2		2	2	2	2
Cap, veh/h	604	1987		1040	124	580	909
Arrive On Green	0.17	0.56		0.33	0.33	0.33	0.33
Sat Flow, veh/h	3456	3647		3275	379	1781	2790
Grp Volume(v), veh/h	469	756		450	452	273	766
Grp Sat Flow(s),veh/h/ln	1728	1777		1777	1784	1781	1395
Q Serve(g_s), s	9.0	8.3		15.9	15.9	8.5	17.7
Cycle Q Clear(g_c), s	9.0	8.3		15.9	15.9	8.5	17.7
Prop In Lane	1.00				0.21	1.00	1.00
Lane Grp Cap(c), veh/h	604	1987		581	583	580	909
V/C Ratio(X)	0.78	0.38		0.77	0.77	0.47	0.84
Avail Cap(c_a), veh/h	944	2351		792	795	717	1123
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.4	8.6		21.1	21.1	18.7	21.8
Incr Delay (d2), s/veh	2.2	0.1		3.3	3.3	0.6	5.0
Initial Q Delay(d3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	2.7		6.6	6.7	3.4	0.6
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	29.6	8.7		24.4	24.4	19.3	26.8
LnGrp LOS	C	A		C	C	B	C
Approach Vol, veh/h		1225		902		1039	
Approach Delay, s/veh		16.7		24.4		24.8	
Approach LOS		B		C		C	

Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	42.9	26.6	16.1	26.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	46.0	28.0	19.0	31.0
Max Q Clear Time (g_c+I1), s	10.3	19.7	11.0	17.9
Green Ext Time (p_c), s	6.1	2.9	1.1	4.9

Intersection Summary	
HCM 7th Control Delay, s/veh	21.6
HCM 7th LOS	C

Intersection						
Int Delay, s/veh	0.1					

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	2	5	676	575	1
Future Vol, veh/h	1	2	5	676	575	1
Conflicting Peds, #/hr	2	0	0	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	2	5	719	612	1

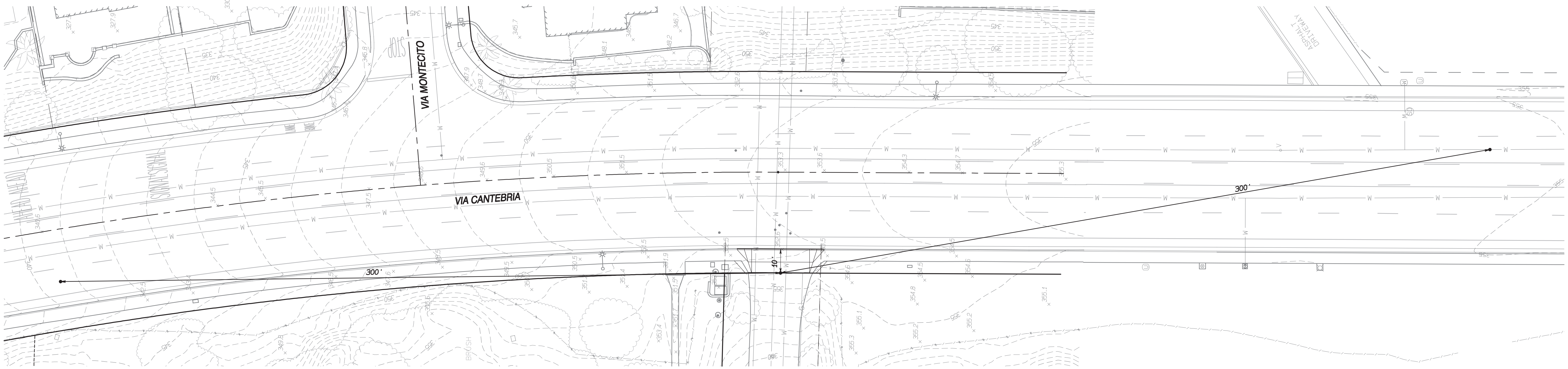
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	986	308	615	0	-	0
Stage 1	614	-	-	-	-	-
Stage 2	372	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	245	687	961	-	-	-
Stage 1	502	-	-	-	-	-
Stage 2	667	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	242	686	959	-	-	-
Mov Cap-2 Maneuver	367	-	-	-	-	-
Stage 1	499	-	-	-	-	-
Stage 2	666	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.81	0.06	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	959	-	532	-	-
HCM Lane V/C Ratio	0.006	-	0.006	-	-
HCM Ctrl Dly (s/v)	8.8	-	11.8	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

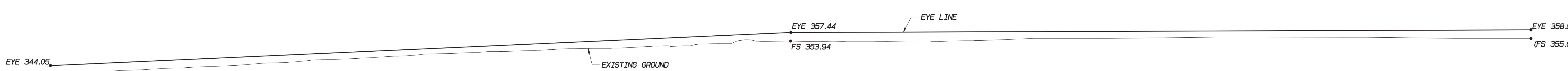
Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR	
Lane Configurations								
Traffic Volume (veh/h)	592	855	0	743	146	123	571	
Future Volume (veh/h)	592	855	0	743	146	123	571	
Initial Q (Qb), veh	0	0		0	0	0	0	
Lane Width Adj.	1.00	1.00		1.00	1.00	1.00	1.00	
Ped-Bike Adj(A_pbT)	1.00				0.97	1.00	1.00	
Parking Bus, Adj	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	1870	1870		1870	1870	1870	1870	
Adj Flow Rate, veh/h	623	900		782	154	129	601	
Peak Hour Factor	0.95	0.95		0.95	0.95	0.95	0.95	
Percent Heavy Veh, %	2	2		2	2	2	2	
Cap, veh/h	755	2193		1001	197	474	743	
Arrive On Green	0.22	0.62		0.34	0.34	0.27	0.27	
Sat Flow, veh/h	3456	3647		3034	579	1781	2790	
Grp Volume(v), veh/h	623	900		472	464	129	601	
Grp Sat Flow(s),veh/h/ln	1728	1777		1777	1743	1781	1395	
Q Serve(g_s), s	11.8	8.9		16.4	16.4	3.9	13.8	
Cycle Q Clear(g_c), s	11.8	8.9		16.4	16.4	3.9	13.8	
Prop In Lane	1.00				0.33	1.00	1.00	
Lane Grp Cap(c), veh/h	755	2193		605	593	474	743	
V/C Ratio(X)	0.82	0.41		0.78	0.78	0.27	0.81	
Avail Cap(c_a), veh/h	956	2379		802	786	726	1137	
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	25.6	6.7		20.4	20.4	19.9	23.6	
Incr Delay (d2), s/veh	4.8	0.1		3.6	3.7	0.3	2.6	
Initial Q Delay(d3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	5.1	2.7		6.9	6.7	1.6	0.3	
Unsig. Movement Delay, s/veh								
LnGrp Delay(d), s/veh	30.4	6.9		24.0	24.1	20.2	26.2	
LnGrp LOS	C	A		C	C	C	C	
Approach Vol, veh/h		1523		936		730		
Approach Delay, s/veh		16.5		24.0		25.1		
Approach LOS		B		C		C		
Timer - Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				46.4		22.3	19.0	27.4
Change Period (Y+Rc), s				4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s				46.0		28.0	19.0	31.0
Max Q Clear Time (g_c+I1), s				10.9		15.8	13.8	18.4
Green Ext Time (p_c), s				7.7		2.5	1.2	5.0
Intersection Summary								
HCM 7th Control Delay, s/veh			20.7					
HCM 7th LOS			C					

SIGHT DISTANCE EXHIBIT
ZONA GALE ESTATES
MULTI-003289-2019



PLAN VIEW

SCALE: 1"=20'



EYE LINE

SCALE: 1"=20'

PREPARED BY:

PASCO LARET SUITER & ASSOCIATES

CIVIL ENGINEERING + LAND PLANNING + LAND SURVEYING

535 North Highway 101, Ste A, Solana Beach, CA 92075

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4/21/2020 PLSA 2897

CITY OF ENCINITAS
MULTI-003289-2019 (9 Single Family Homes)
Zona Gale Road
October 1, 2025

Draft Vehicle Miles Traveled Analysis

Prepared by:

LOS Engineering, Inc.
11622 El Camino Real, Suite 100, San Diego, CA 92130
Phone 619-890-1253

Job #1910

Table of Contents

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Appendices

1.0 Introduction

A VMT analysis is required to satisfy the California Environmental Quality Act (CEQA) guidelines that utilize VMT as the measure of mobility effectiveness for determining transportation impacts. The California Governor's Office of Planning and Research (OPR) Technical Advisory developed guidance on implementing Senate Bill 743 (SB 743) that shifts the transportation impact measure of effectiveness from Level of Service (LOS) to VMT.

1.1 Project Description

The proposed project is a 9-lot residential subdivision. The project site is generally located on the northwest corner of Via Cantebria and Zona Gale Road in the City of Encinitas, California. The site is currently vacant.

The regional location of the project is shown in **Figure 1**. A site plan is shown in **Figure 2.**

1.2 Project Trip Generation

Project traffic generation was calculated using the San Diego Association of Governments (SANDAG) trip rates from the *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region*, April 2002. The project is forecasted to have a trip generation of 90 ADT, 7 AM peak hour trips (2 inbound and 5 outbound), and 9 PM peak hour trips (6 inbound and 3 outbound) as shown in **Table 1**.

TABLE 1: PROJECT TRAFFIC GENERATION

Proposed Project	Rate		Size & Units		ADT	AM %	AM Split		AM IN	AM OUT	PM %	PM Split		PM IN	PM OUT
9 Single Family Units	10	/DU	9	DU	**90**	8%	0.3	0.7	**2**	**5**	10%	0.7	0.3	**6**	**3**

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

Figure 1: Project Location

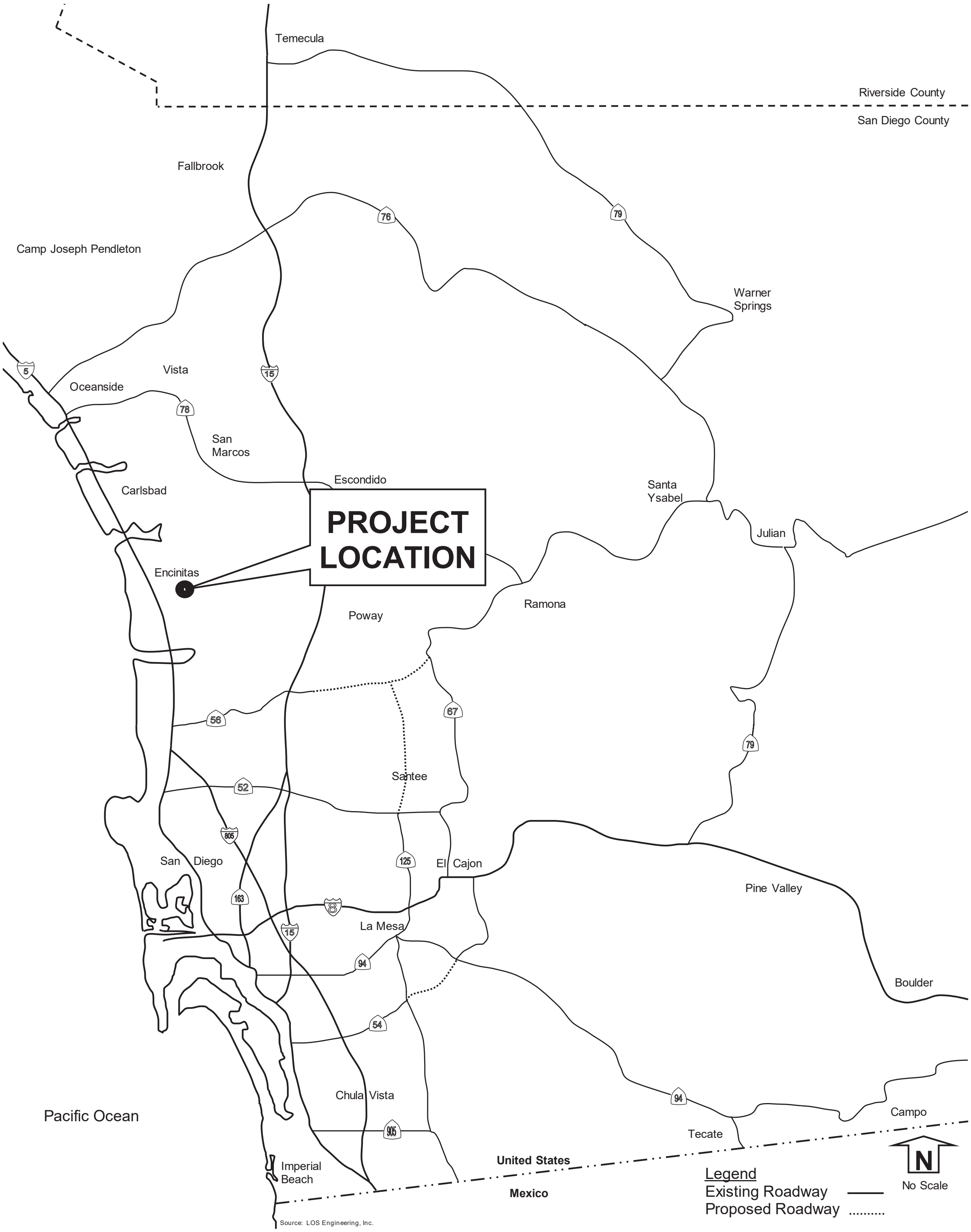
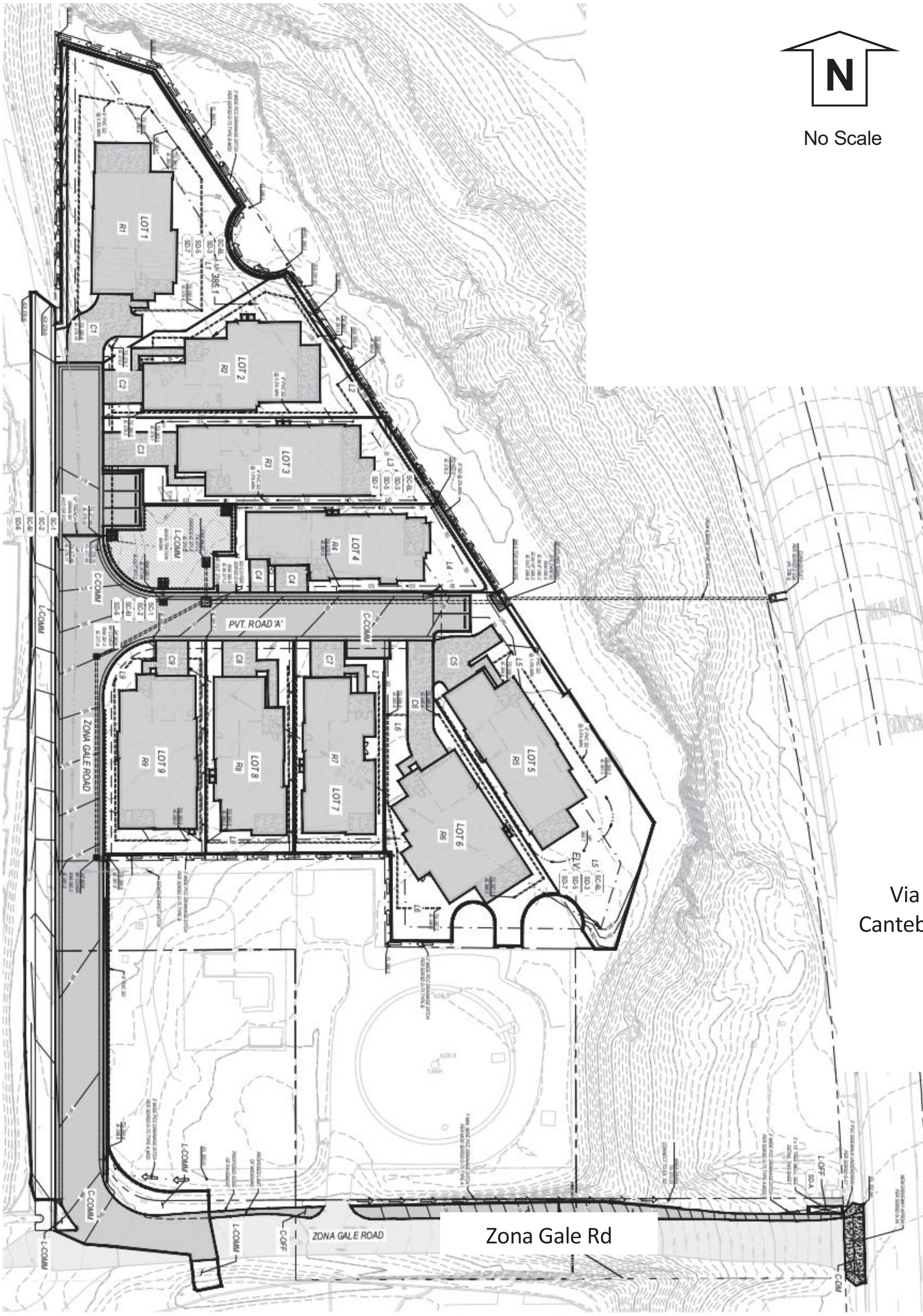


Figure 2: Site Plan



Source: PLSA

2.0 Vehicle Miles Traveled

A VMT analysis is required to satisfy CEQA guidelines that utilize VMT as the measure of effectiveness for determining transportation impacts. The California OPR Technical Advisory developed guidance on implementing Senate Bill 743 (SB 743) that shifts the transportation impact measure of effectiveness from LOS to VMT.

The OPR *Transportation Technical Advisory on Evaluating Transportation Impacts in CEQA*, December 2018 states on page 8 "As noted above, lead agencies have the discretion to set or apply their own thresholds of significance". Excerpts from the OPR Technical Advisory are included in **Appendix A**.

The project was deemed complete by City staff on 8/12/2020 (**Appendix B**), which was prior to the City Council passing the current City of Encinitas SB 743 VMT Analysis Guidelines ("VMT Guidelines") on 11/8/2023. The VMT analysis requires the implementation of VMT significance thresholds when the project was deemed complete. In August 2020, the VMT significance thresholds in effect were based on the local San Diego Institute of Transportation Engineers (ITE) "Guidelines for Traffic Impact Studies in the San Diego Region", May 2019. The 2019 San Diego ITE guidelines state that projects with a trip generation of less than 1,000 Average Daily Traffic (ADT) and consistent with the zoning are presumed to have less than significant VMT impacts. Excerpts from the ITE VMT Guidelines are included in **Appendix C**.

<u>The project with a calculated trip generation of 90 ADT is less than the ITE threshold of 1,000 ADT; therefore, according to the San Diego ITE Guidelines, the project is presumed to have a less-than-significant VMT traffic impact and VMT mitigation measures are not recommended.</u>

3.0 Conclusion

A VMT analysis is required to satisfy the CEQA guidelines that utilize VMT as the measure of mobility effectiveness for determining transportation impacts. The California Governor's Office of Planning and Research (OPR) Technical Advisory developed guidance on implementing Senate Bill 743 (SB 743) that shifts the transportation impact measure of effectiveness from LOS to VMT. The OPR *Transportation Technical Advisory on Evaluating Transportation Impacts in CEQA*, December 2018 states on page 8 "As noted above, lead agencies have the discretion to set or apply their own thresholds of significance".

City staff concluded that the project was deemed complete 8/12/2020, which was prior to the City Council passing the current City of Encinitas SB 743 VMT Guidelines on 11/8/2023. The VMT analysis requires the implementation of VMT significance thresholds when the project was deemed complete. In August 2020, the VMT significance thresholds in effect were based on the local San Diego ITE Guidelines dated May 2019. The 2019 San Diego ITE Guidelines state that projects with a trip generation of less than 1,000 ADT and consistent with the zoning are presumed to have less than significant VMT impacts.

Project traffic generation was calculated using SANDAG trip rates from the *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region*, April 2002. The project trip generation is calculated at 90 ADT.

<u>The project with a calculated trip generation of 90 ADT is less than the ITE threshold of 1,000 ADT; therefore, according to the San Diego ITE Guidelines, the project is presumed to have a less-than-significant VMT traffic impact and VMT mitigation measures are not recommended.</u>

Appendix A

Excerpts from OPR Technical Advisory

TECHNICAL ADVISORY

ON EVALUATING TRANSPORTATION IMPACTS IN CEQA

December 2018

D. General Principles to Guide Consideration of VMT

SB 743 directs OPR to establish specific "criteria for determining the significance of transportation impacts of projects[.]" (Pub. Resources Code, § 21099, subd. (b)(1).) In establishing this criterion, OPR was guided by the general principles contained within CEQA, the CEQA Guidelines, and applicable case law.

To assist in the determination of significance, many lead agencies rely on "thresholds of significance." The CEQA Guidelines define a "threshold of significance" to mean "an identifiable **quantitative, qualitative**[12] **or performance level** of a particular environmental effect, non-compliance with which means the effect will ***normally*** be determined to be significant by the agency and compliance with which means the effect ***normally*** will be determined to be less than significant." (CEQA Guidelines, § 15064.7, subd. (a) (emphasis added).) Lead agencies have discretion to develop and adopt their own, or rely on thresholds recommended by other agencies, "provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence." (*Id*. at subd. (c); *Save Cuyama Valley v. County of Santa Barbara* (2013) 213 Cal.App.4th 1059, 1068.) Substantial evidence means "enough relevant information and reasonable inferences from this information that a fair argument can be made to support a conclusion, even though other conclusions might also be reached." (*Id*. at § 15384 (emphasis added); *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th 1099, 1108-1109.)

Additionally, the analysis leading to the determination of significance need not be perfect. The CEQA Guidelines describe the standard for adequacy of environmental analyses:

> An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to **make a decision which intelligently takes account of environmental consequences**. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is **reasonably feasible**. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The **courts have looked not for perfection** but for **adequacy**, **completeness**, and a **good faith effort** at full disclosure.

(CEQA Guidelines, § 15151 (emphasis added).)

These general principles guide OPR's recommendations regarding thresholds of significance for VMT set forth below.

[12] Generally, qualitative analyses should only be conducted when methods do not exist for undertaking a quantitative analysis.

E. Recommendations Regarding Significance Thresholds

As noted above, lead agencies have the discretion to set or apply their own thresholds of significance. (*Center for Biological Diversity v. California Dept. of Fish & Wildlife* (2015) 62 Cal.4th 204, 218-223 [lead agency had discretion to use compliance with AB 32's emissions goals as a significance threshold]; *Save Cuyama Valley v. County of Santa Barbara* (2013) 213 Cal.App.4th at p. 1068.) However, Section 21099 of the Public Resources Code states that the criteria for determining the significance of transportation impacts must promote: (1) reduction of greenhouse gas emissions; (2) development of multimodal transportation networks; and (3) a diversity of land uses. It further directed OPR to prepare and develop criteria for determining significance. (Pub. Resources Code, § 21099, subd. (b)(1).) This section provides OPR's suggested thresholds, as well as considerations for lead agencies that choose to adopt their own

The VMT metric can support the three statutory goals: "the reduction of greenhouse gas emissions, the development of multimodal transportation networks, *and* a diversity of land uses." (Pub. Resources Code, § 21099, subd. (b)(1), emphasis added.) However, in order for it to promote and support all three, lead agencies should select a significance threshold that aligns with state law on all three. State law concerning the development of multimodal transportation networks and diversity of land uses requires planning for and prioritizing increases in complete streets and infill development, but does not mandate a particular depth of implementation that could translate into a particular threshold of significance. Meanwhile, the State has clear quantitative targets for GHG emissions reduction set forth in law and based on scientific consensus, and the depth of VMT reduction needed to achieve those targets has been quantified. Tying VMT thresholds to GHG reduction also supports the two other statutory goals. Therefore, to ensure adequate analysis of transportation impacts, OPR recommends using quantitative VMT thresholds linked to GHG reduction targets when methods exist to do so.

Various legislative mandates and state policies establish quantitative greenhouse gas emissions reduction targets. For example:

- Assembly Bill 32 (2006) requires statewide GHG emissions reductions to 1990 levels by 2020 and continued reductions beyond 2020.
- Senate Bill 32 (2016) requires at least a 40 percent reduction in GHG emissions from 1990 levels by 2030.
- Pursuant to Senate Bill 375 (2008), the California Air Resources Board GHG emissions reduction targets for metropolitan planning organizations (MPOs) to achieve based on land use patterns and transportation systems specified in Regional Transportation Plans and Sustainable Community Strategies (RTP/SCS). Current targets for the State's largest MPOs call for a 19 percent reduction in GHG emissions from cars and light trucks from 2005 emissions levels by 2035.
- Executive Order B-30-15 (2015) sets a GHG emissions reduction target of 40 percent below 1990 levels by 2030.

Appendix B

City Deemed Complete Project Date

City of Encinitas
Development Services Department
505 S. Vulcan Avenue, Encinitas, California 92024-3633

4/11/2024 VIA EMAIL

Brian Ardolino
535 N. Coast Highway 101, Suite A
Solana Beach, CA 92075

3rd REVIEW CYCLE COMMENTS
CASE NO. MULTI-003289-2019; SUB-003290-2019; DR-003291-2019; CDP-003292-2019; Zona Gale Road, APN: 257-401-11

Dear Brian Ardolino:

The Development Services Department (Department) has reviewed your application requesting a Density Bonus Tentative Map (DBTM), Design Review (DR) permit, Environmental Initial Assessment (EIA) and Coastal Development Permit (CDP) to subdivide 1.79 acres into 11 residential lots with the construction of nine single-family residences, one private roadway lot and one drainage lot. The attached package of information is a guide for further processing your application. The request requires approval of the following permits: Density Bonus Tentative Map, Design Review Permit, Environmental Initial Assessment and Coastal Development Permit.

Project applications are not only reviewed by the Department, but they are routed to other City departments such as Encinitas Fire Department and Public Works (Engineering and Traffic) Department for their review to ensure compliance with the codes and regulations they are charged with enforcing. This letter is intended to include a comprehensive list of the comments and corrections required by all commenting departments.

A. DETERMINATION OF COMPLETENESS

☒	The Department has reviewed your application and has determined that **it is deemed complete** pursuant to Section 65943 of the Government Code on August 12, 2020.

B. PROJECT CORRECTIONS

For ease of reference, the comments/corrections made by each department/division are attached hereto with the appropriate contact name and number/email should you require further clarification. **As the project manager, please include me in any exchanges (i.e. emails, meetings, etc.) you have with technical staff so that I'm kept informed and aware of any agreed upon changes/agreements.**

The issues/corrections discussed in this letter were identified based upon information presently available to the City and are subject to change upon submittal of further clarifying information and/or studies.

C. ENVIRONMENTAL DETERMINATION

Tel: (760) 633-2710 Fax: (760) 633-2818

Appendix C

Excerpts from ITE Guidelines

GUIDELINES FOR TRANSPORTATION IMPACT STUDIES IN THE SAN DIEGO REGION

May 2019

4.0 INDIVIDUAL LAND DEVELOPMENT PROJECTS AND SPECIFIC PLANS

The recommended methodology for conducting a VMT analysis is based on guidance prepared by the California Governor's Office of Planning and Research (OPR) as provided in the published Technical Advisory on Evaluating Transportation Impacts in CEQA. At the time of writing of these guidelines, the current version of OPR's technical advisory was dated December 2018. The guidance recommended by OPR has been modified to be better suited to local conditions in the San Diego region. These modifications are noted in the details described later in this chapter.

The basic process is to compare a project's estimated VMT/capita or VMT/employee to average values on a regional, citywide, or community basis. The target is to achieve a project VMT/capita or VMT/employee that is 85% or less of the appropriate average based on suggestions in these guidelines. Note that lead agencies have discretion for choosing a VMT metric and threshold. The selection should represent how VMT reduction is balanced against other objectives of the lead agency and be supported by substantial evidence.

The methodology for determining VMT/capita or VMT/employee is related to the project's expected daily trip generation. The process for determining appropriate methodology to be used for conducting a VMT analysis for individual land development projects and specific plans is summarized in Figure 4-1.

The remainder of this section of the guidelines is divided into individual components that describe different aspects of the methodology. Other methodologies for VMT analysis could be considered at the discretion of the lead agency. However, it is recommended that any VMT methodologies within a particular analysis use consistent methodologies and that VMT analysis consider the differences between trip-based VMT analysis methodologies and tour-based VMT methodologies, as described in OPR's technical advisory.

MINIMUM PROJECT SIZE

It is recommended that lead agencies determine a minimum project size, below which VMT impacts are presumed to be less than significant. Two alternative approaches for determining minimum project size are described below.

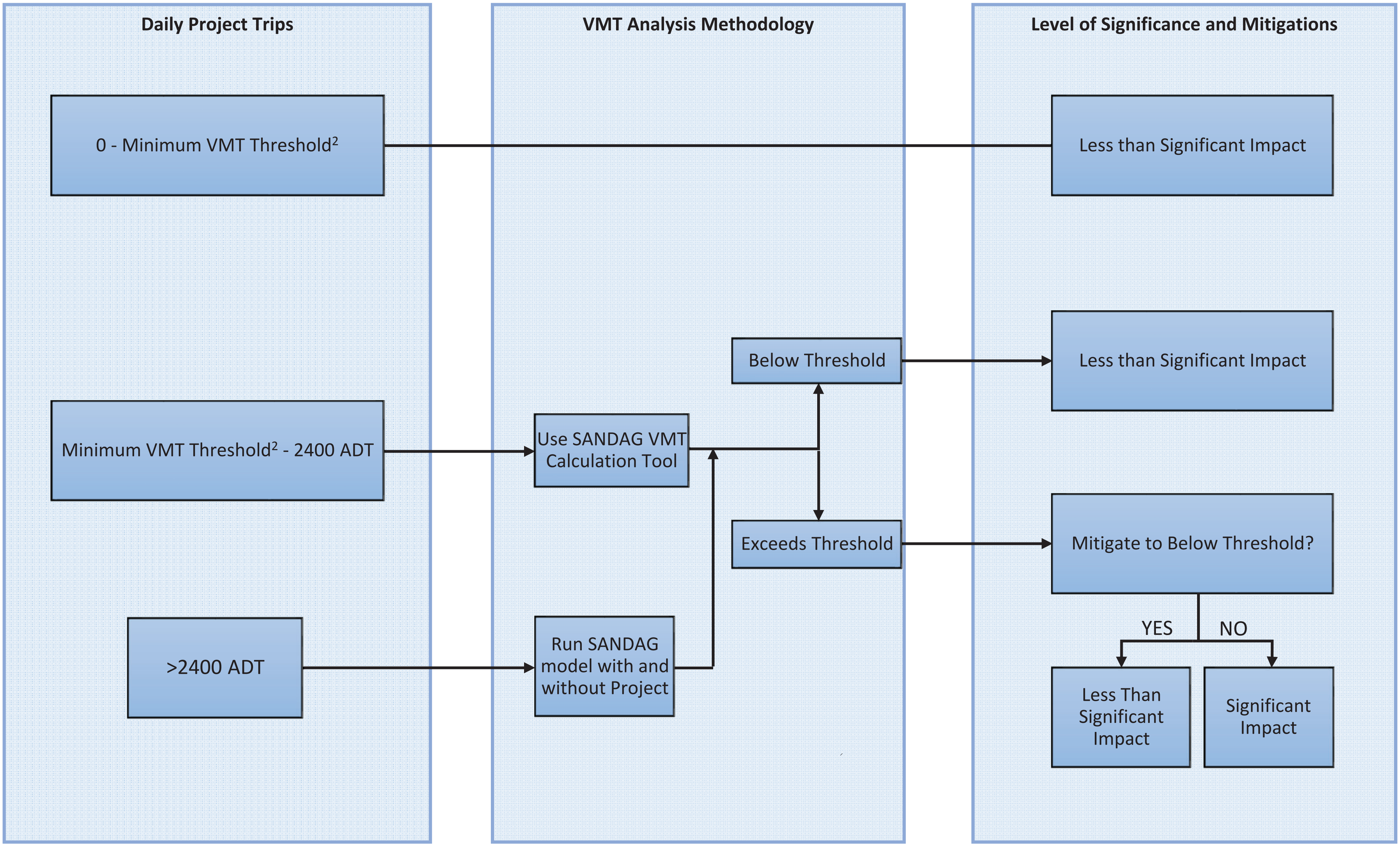
<u>Alternative 1 – Minimum Project Size Based on Previous TIS Guidelines</u>

Under this alternative, projects would be subjected to different levels of VMT analysis, depending on the size of the project and whether the project is consistent with the local jurisdiction's General Plan or Community Plan. Projects that are consistent with the General Plan or Community Plan are also considered to be consistent with the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

The determination of minimum project size for VMT analysis described below differs from the statewide guidance provided by OPR. It is based on regional standards for transportation analyses that were documented in the Guidelines for Traffic Impact Studies in the San Diego Region (ITE/SANTEC, 2000) and have been in use for over 19 years.

The following level of VMT analysis is recommended based on project size (expressed in terms of Average Daily Trips generated by the project; also known as ADT) and zoning:

Figure 4-1
VMT Analysis for Individual Land Development Projects[1]



Footnotes:

1. VMT impacts presumed to be less than significant for certain local-serving retail projects, affordable housing projects, and projects within transit priority areas. See text.
2. Minimum VMT threshold to be determined by lead agency.

Projects Inconsistent with General Plan or Community Plan

ADT	Level of Analysis
0 – 500	VMT Analysis Not Needed/VMT Impacts Presumed Less Than Significant
500 and Greater	VMT Analysis Recommended

Projects Consistent with General Plan or Community Plan

ADT	Level of Analysis
0 – 1,000	VMT Analysis Not Needed/VMT Impacts Presumed Less Than Significant
1,000 and Greater	VMT Analysis Recommended

The advantage of this alternative for determining minimum project size is that it is based on the engineering judgment of professionals who are experts in determining the effect of projects on the transportation system. It has been used successfully for over 19 years in the San Diego region and has received wide acceptance from the transportation profession, decision makers, and the public. Transportation engineers and planners who support this alternative for determining minimum project size consider it to be equally valid for the current LOS-based transportation analyses as well as the new VMT-based analyses taking effect on July 1, 2020.

<u>Alternative 2 – Minimum Project Size Based on Statewide Guidance</u>

Under this alternative, the minimum project size for VMT analysis would be based on statewide guidance provided by OPR. In OPR's technical advisory, the minimum project size is based a categorical exemption in CEQA that allows expansion of existing structures under certain circumstances. On page 12 of the December 2018 technical advisory, footnote 19, the following language describes the situation: "CEQA provides a categorical exemption for existing facilities, including additions to existing structures of up to 10,000 square feet, so long as the project is in an area where public infrastructure is available to allow for maximum planned development and the project is not in an environmentally sensitive area. [CEQA Guidelines, § 15301, subd. (e)(2).]"

OPR uses a general office building as the appropriate project type for the determination of minimum project size based on the exemption described above. Typical ITE trip generation rates are then applied to a 10,000 square-foot general office building which yields a minimum project size based on 110 daily trips.

If this alternative is used in the San Diego region, it is recommended that the use of regional or local trip generation rates be considered in addition to the typical trip generation rate used by OPR. For example, using the SANDAG trip generation manual (Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, April 2002), a standard commercial office would generate 20 daily trips per 1,000 square feet. Therefore, a 10,000 square-foot office would be expected to generate 200 daily trips and projects that generate less than 200 daily trips would not require a VMT analysis and would be presumed to have less than significant VMT impacts.

One advantage of this alternative is that it is based on statewide guidance with a reference to CEQA provisions. A second advantage is that it was developed in consideration of VMT as the performance measure for the determination of the transportation impacts of land development projects.