

July 21, 2015

Ms. Sharon Toland

**ATKINS**

3570 Carmel Mountain Road, Suite 300  
San Diego, CA, 92130 Vista, CA 92084

**SUBJECT: Traffic Impact Analysis for Solana 101 – Comment Letter**

Dear Ms. Toland,

Based on our peer review of the Solana 101 Traffic Impact Analysis (TIA) prepared by Urban Systems Associates, Inc. dated December 11, 2014, we have the following comments:

General Comments:

1. In October 2009, the San Diego Region elected to be exempt from the State CMP, thus a CMP analysis is no longer required for projects within the San Diego Region. The CMP references throughout of the TIA should be removed and replaced with an appropriate source.
2. The SANTEC/ITE Guidelines for Traffic Impact Studies (TIS) in the San Diego Region recommends that a computerized long-range forecast and Select Zone Assignments be conducted for any project generating 2,400 or more average daily trips. This TIA indicated the proposed project would generate more than 2,400 ADT, hence a Select Zone Assignment using the SANDAG Series 12 Forecast Model is required.
3. Project trip distribution should be based on the SANDAG Select Zone Assignment required in Comment #2 above.
4. The TIA indicated that transit and mixed-use reductions were applied to the project trip generation. Actual documentation and calculations should be provide to support the reductions. A couple of tools recommended to use include the Methodology for Estimating Trip Generation at Multi-Use Sites in the *ITE Trip Generation Handbook, 3<sup>rd</sup> Edition* or the *SANDAG's Smart Growth Trip Generation Spreadsheet Tool*.
5. The proposed project is proposing to construct a 24,284 square feet Specialty Supermarket (page 2-1 of the TIA). However, a mixed-use commercial trip generation rate was used. While mixed-use commercial generates 110 trips per 1,000 square feet, supermarket has a trip generation rate of 150 trips per 1,000 square feet. Please provide clarification regarding which type of supermarket is anticipated to be on-site. If

undecided, defer to the higher trip generation rate for this analysis.

6. The TIA assumed an existing use trip generation credit (Table 3-1-B & Table 3-1-C), however, as indicated on page 3-1 of the TIA, "some of the existing uses are no longer in operation". Based on additional information provided by the project's client, the site currently has two small office tenants (one 840 sf and one 710 sf). However, the project assumed existing trip generation credit for a coffee kiosk, 2,800 sf of standard commercial office, 24 mobile homes, a 400 sf recreation community center, and a gas station with 8 vehicle fueling stations. By assuming a standard trip generation for existing uses that are no longer in operation, the TIA reduced the proposed project trip generation (net new trip) to an unrealistic level, thus understated the potential project traffic impact. As a result, the project trip generation should be revised accordingly.
7. The Solana 101 project proposes to take access via a single two-way project driveway (Figure 2-2), however, the TIA did not study this intersection. The TIA should be revised to include the project driveway under all of the Plus Project scenarios.

Specific Comments:

Specific comments will be provided upon review of the revised TIA with all general comments addressed.

Please feel free to contact me at (619) 756-3868 with any questions and/or comments.

Sincerely,



Phuong Nguyen, PE  
Project Engineer