



# MEMORANDUM

To: Mr. Darshan Patel  
Hotel Investment Group

Date: August 29, 2024

From: John Boarman, P.E. and Renald Espiritu  
LLG, Engineers

LLG Ref: 3-23-3742

Subject: 240 Hickory Street – Transportation Assessment

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Suite 100  
San Diego, CA 92111  
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Pasadena  
Irvine  
San Diego

Linscott, Law & Greenspan (LLG) Engineers has prepared this technical memorandum for the 240 Hickory Street project (hereafter referred to as the “Project”). The Project proposes to convert an existing 16,885 SF medical office building to a 21-dwelling unit multifamily development at 240 Hickory Street in the City of Escondido. The purpose of this memo is to conduct a preliminary transportation assessment to determine whether the proposed Project will require a Vehicle Miles Traveled (VMT) and/or a Local Mobility Analysis (LMA). **Attachment A** includes the Scoping Agreement prepared for the Project.

## TRIP GENERATION

Trip generation rates for the existing medical office building and the proposed multifamily development were taken from the *SANDAG (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, April 2002*, to determine the net traffic generated by the proposed Project. The trip generation rates for a medical-dental office (50/KSF) and a condominium use (8/DU) were utilized. **Attachment A** includes the Project trip generation table. As shown in **Attachment A**, the Project is calculated to result in a net decrease in traffic of -684 net ADTs, with -38 net trips during the AM peak hour (-38 inbound and 0 outbound), and -77 trips during the PM peak hour (-17 inbound and -60 outbound).

## VMT ASSESSMENT

A VMT analysis is required for all land use development projects, except those that meet at least one of the screening criteria mentioned in the *City of Escondido Transportation Impact Analysis (TIA) Guidelines (dated April 21, 2021)*. Projects meeting any of those screening criteria are presumed to have a less-than-significant VMT impact due to their characteristics and/or location.

As mentioned in the *Trip Generation Section*, the Project is calculated to result in a net decrease in traffic. Even without the trip credit from the medical office building to be replaced, the 21-unit multifamily development is calculated to generate 160 ADT. In addition, the Project site is located in a VMT-efficient area. Therefore, the Project is screened out of preparing a VMT analysis on the basis of the following:

- *Small Residential Project* – the Project results in 200 daily trips or less.
- *Project is in a VMT-Efficient Area* – the Project is in a VMT/Capita efficient area per SANDAG screening map.

## LMA ASSESSMENT

The requirement for an LMA is based on the City TIA Guidelines. An LMA is required for any development that generates daily trips exceeding the thresholds outlined in *Table 2* and *Table 3* of the City TIA guidelines. Certain projects generating fewer than 500 ADTs may be eligible for an LMA waiver if the affected segments and intersections meet specific criteria. Based on the trip generation calculations, the proposed multifamily development is expected to generate fewer trips than the existing medical office building on the site. As a result, the net project total trips are negative, indicating a reduction in trips. Therefore, an LMA analysis is not required.

Please let us know if you have any questions. Thank you.

cc: File

## ATTACHMENT

*Attachment A: Scoping Agreement Form*

# ATTACHMENT A

# Appendix A: Scoping Agreement Form

**Scoping Agreement for Transportation Studies**

**PART 1**

**General Project Information and Description**

**Project Information**

**Project Name:** 240 Hickory Street

**Project Location:** Northeast corner of S. Hickory St / E. 3rd Ave intersection

**Project Description**

**Land Uses and Intensities:** Multi-family residential building

**Gross and Developable Acreage:** 0.69 AC

**Building Square Footage or Number of Dwelling Units:** 20 dwelling units

**Vehicle Parking Spaces:**

**Bicycle Parking Spaces:**

**Motorcycle Spaces:**

**Electric Vehicle Spaces:**

**Project Applicant:**

**Name:** Darshan Patel

**Address:** 1650 Hotel Circle North, Suite 110

**Telephone and Email:** 619-293-3349; darshanp@hotelinvestmentgroup.com

**Consultant**

**Firm:** Linscott, Law & Greenspan, Engineers

**Project Manager:** John Boarman, P.E.

**Address:** 4542 Ruffner Street #100, San Diego, CA 92111

**Telephone and Email:** 858-300-8800; boarman@llgengineers.com

**Project Trip Generation**

**Source:** SANDAG

**Total Daily Trips\*:** 160

**Internal Capture Rate:** None

**Alternative Modes:**

**Pass-by Trips:** None

**Diverted Trips:** None

**Trip Credit:** None

**Net New Daily Trips:** -684

\*If truck traffic accounts for 25% or more of project trips, then a Passenger Car Equivalent (PCE) factor of 2.5 should be applied to all truck trips.

Does not include trip credit from medical office to be converted.

Includes trip credit from medical office to be converted.

**General Plan Consistency**

**Is this project consistent with the General Plan?**  Yes  No

## Site Plan

### Attach 11x17 copies of the project location/vicinity map and site plan containing the following:

- Driveway locations and access type
- Pedestrian access, bicycle access, and on-site pedestrian circulation
- Location and distance to nearest existing transit stop (measure as walking distance to project entrance or middle of parcel)
- Location of planned or proposed pedestrian or bicycle improvements within ¼ mile of the project identified in the General Plan Mobility and Infrastructure Element or the Bicycle Master Plan

## CEQA Transportation Analysis Screening

### Project Type Screening Criteria for CEQA Vehicle Miles Travelled (VMT) Analysis

		Screened Out	Not Screened Out
		Yes	No
1)	Select the Land Uses that apply to your project		
2)	Answer the questions for each Land Use that applies to your project <i>(if "Yes" in any land use category below then that land use (or a portion of the land use) is screened from CEQA VMT Analysis; If a project is screened out, a technical memorandum is still required to document the screening process)</i>		
<input checked="" type="checkbox"/>	<b>1. Small Residential and Employment Projects:</b>		
	a. Does the project result in 200 daily trips or less?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<b>2. Project is Located in a Transit-Accessible Area:</b>		
	a. Is the project located within a half-mile walking distance of an existing major transit stop or an existing stop along a high-quality transit corridor?	<input type="checkbox"/>	<input style="background-color: yellow; border: 1px solid black; padding: 2px; width: 15px; height: 15px; display: inline-block; vertical-align: middle;" type="checkbox"/>
	b. Additional project features:		
	i. Does the project have a Floor Area Ratio $\geq 0.75$ ? <span style="background-color: yellow; border: 1px solid black; padding: 2px; width: 15px; height: 15px; display: inline-block; vertical-align: middle; margin-left: 5px;"></span>	<input type="checkbox"/>	<input type="checkbox"/>
	ii. Does project include the least amount of parking required for residents, customers, or employees (i.e. not more than required)?	<input type="checkbox"/>	<input type="checkbox"/>
	iii. Is the project consistent with SANDAG's most recent Sustainable Communities Strategy or the City of Escondido General Plan?	<input type="checkbox"/>	<input type="checkbox"/>
	iv. Does the project replace affordable residential units with a greater number of moderate- or high-income residential units?	<input type="checkbox"/>	<input type="checkbox"/>
	v. Does the project have basic walking and biking access to transit (e.g., sidewalks connecting to transit stops)?	<input type="checkbox"/>	<input style="background-color: yellow; border: 1px solid black; padding: 2px; width: 15px; height: 15px; display: inline-block; vertical-align: middle;" type="checkbox"/>
<input checked="" type="checkbox"/>	<b>3. Project is in a VMT-Efficient Area:</b>		
	a. Is the project in a VMT/Capita or VMT/Employee Efficient Area per SANDAG screening maps?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<b>4. Locally-Serving Retail Project:</b>		
	a. Is the project less than 50,000 square feet and expected to draw at least 75% of customers from the local area?	<input type="checkbox"/>	<input style="background-color: yellow; border: 1px solid black; padding: 2px; width: 15px; height: 15px; display: inline-block; vertical-align: middle;" type="checkbox"/>
<input type="checkbox"/>	<b>5. Locally Serving Public Facility:</b>		
	a. Is the project a locally serving public facility?	<input type="checkbox"/>	<input style="background-color: yellow; border: 1px solid black; padding: 2px; width: 15px; height: 15px; display: inline-block; vertical-align: middle;" type="checkbox"/>
<input checked="" type="checkbox"/>	<b>6. Redevelopment Project:</b>		
	a. Does the project result in a net decrease in total Project VMT than the existing use?	<input checked="" type="checkbox"/>	<input type="checkbox"/>



# Non-CEQA Local Mobility Analysis

## Local Mobility Analysis (LMA) Requirement

1) Select the Street Classifications for each street in the study area		Yes	No
2) Answer the questions for each Street Classification that applies to your project			
<input type="checkbox"/>	<b>1. Prime Arterial:</b>		
	a. Does the project add 900 ADT or more to any segment classified as 8-lane Prime Arterial?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	b. Does the project add 800 ADT or more to any segment classified as 6-lane Prime Arterial?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<b>2. Major Road:</b>		
	a. Does the project add 700 ADT or more to any segment classified as 6-lane Major Road?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	b. Does the project add 500 ADT or more to any segment classified as 4-lane Major Road?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<b>3. Collector:</b>		
	a. Does the project add 500 ADT or more to any segment classified as 4-lane Collector without parking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	b. Does the project add 250 ADT or more to any segment classified as 4-lane Collector with parking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<b>4. Local Collector and other:</b>		
	a. Does the project add 200 ADT or more to any segment classified as 2-lane Local Collector or any other classifications?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Certain types of projects which generate less than 500 ADT may be considered by the City staff for an LMA waiver only where the affected segments and intersections operate at LOS C or better.**

**Please briefly explain why your project might be eligible for an LMA waiver.**

The project generates less than 200 ADT and is screened out of an LMA analysis.

## PART 2

### Trip Distribution and Trip Assignment

<input type="checkbox"/>	<b>Select Zone (Model Series _____)</b>	Projects that generate greater than 2,400 daily trips
<input checked="" type="checkbox"/>	<b>Manual Estimation</b>	Projects that generate less than 2,400 daily trips

**Provide an exhibit detailing the project's trip distribution and trip assignment.**

**Provide a table with the project's daily trip assignment for each street segment in the study area.**



List of study area intersections if an LMA is necessary.

Study Intersections and Roadway Segments (NOTE: Subject to change based of staff review)

1. S. Hickory St / E. 2nd Ave	6.
2. S. Hickory St / Project Drwy	7.
3. S. Hickory St / E. 4th Ave	8.
4.	9.
5.	10.

Attach a separate page if the number of study locations exceeds 10.

Other Jurisdictions

Is this project located within one mile of another Local Jurisdiction?  Yes  No

If yes, name of Jurisdiction:

Specific Issues to be addressed within the Study

(In addition to requirements described in the Guidelines – to be filled out by City Staff)

- 
- 
- 
- 
- 

Recommended by:

04/24/2023

Consultant's Representative

Date

Scoping Agreement Submitted on

Date

Scoping Agreement Re-submitted on

Date

Approved Scoping Agreement:

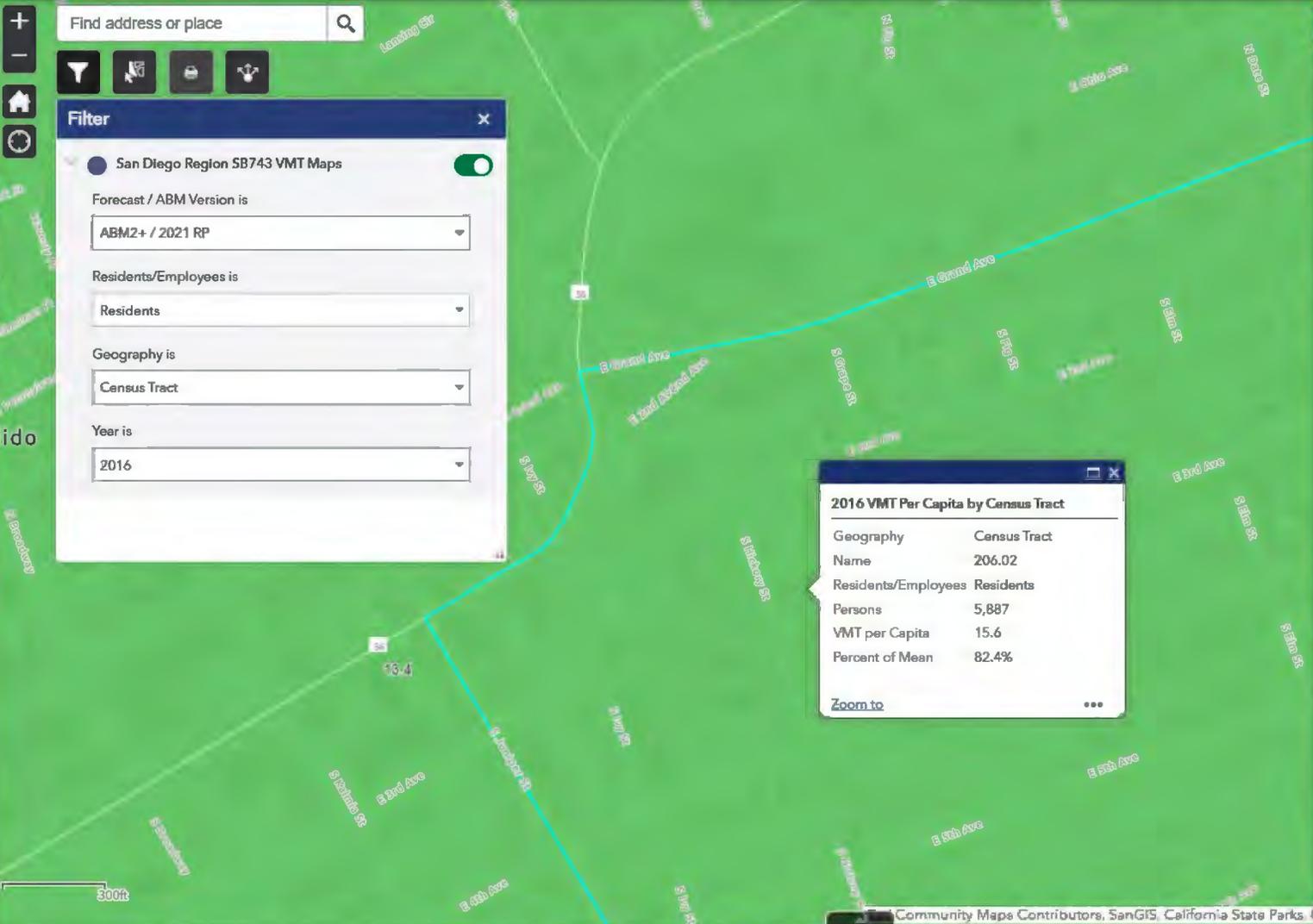


City of Escondido



Transportation Specialist

Date



Find address or place

**Filter**

San Diego Region SB743 VMT Maps

Forecast / ABM Version is

Residents/Employees is

Geography is

Year is

**2016 VMT Per Capita by Census Tract**

Geography	Census Tract
Name	206.02
Residents/Employees	Residents
Persons	5,887
VMT per Capita	15.6
Percent of Mean	82.4%

Zoom to

**Map Legend / Disclaimer**

**Map Legend**

**Percent of Mean**

- More than 125% of Regional Mean
- 100% to 125% of Regional Mean
- 85% to 100% of Regional Mean
- 50% to 85% of Regional Mean
- Less than 50% of Regional Mean
- No Data
- Not Enough Data

**Current Data**

2016 - ABM2+ / 2021 RP (Scenario ID 458)  
 Regional Mean = 18.9 VMT per Resident  
 Regional Mean = 18.9 VMT per Employee

2025 - ABM2+ / 2021 RP (Scenario ID 462)  
 Regional Mean = 17.7 VMT per Resident  
 Regional Mean = 17.0 VMT per Employee

2035 - ABM2+ / 2021 RP (Scenario ID 475)  
 Regional Mean = 16.6 VMT per Resident  
 Regional Mean = 15.3 VMT per Employee

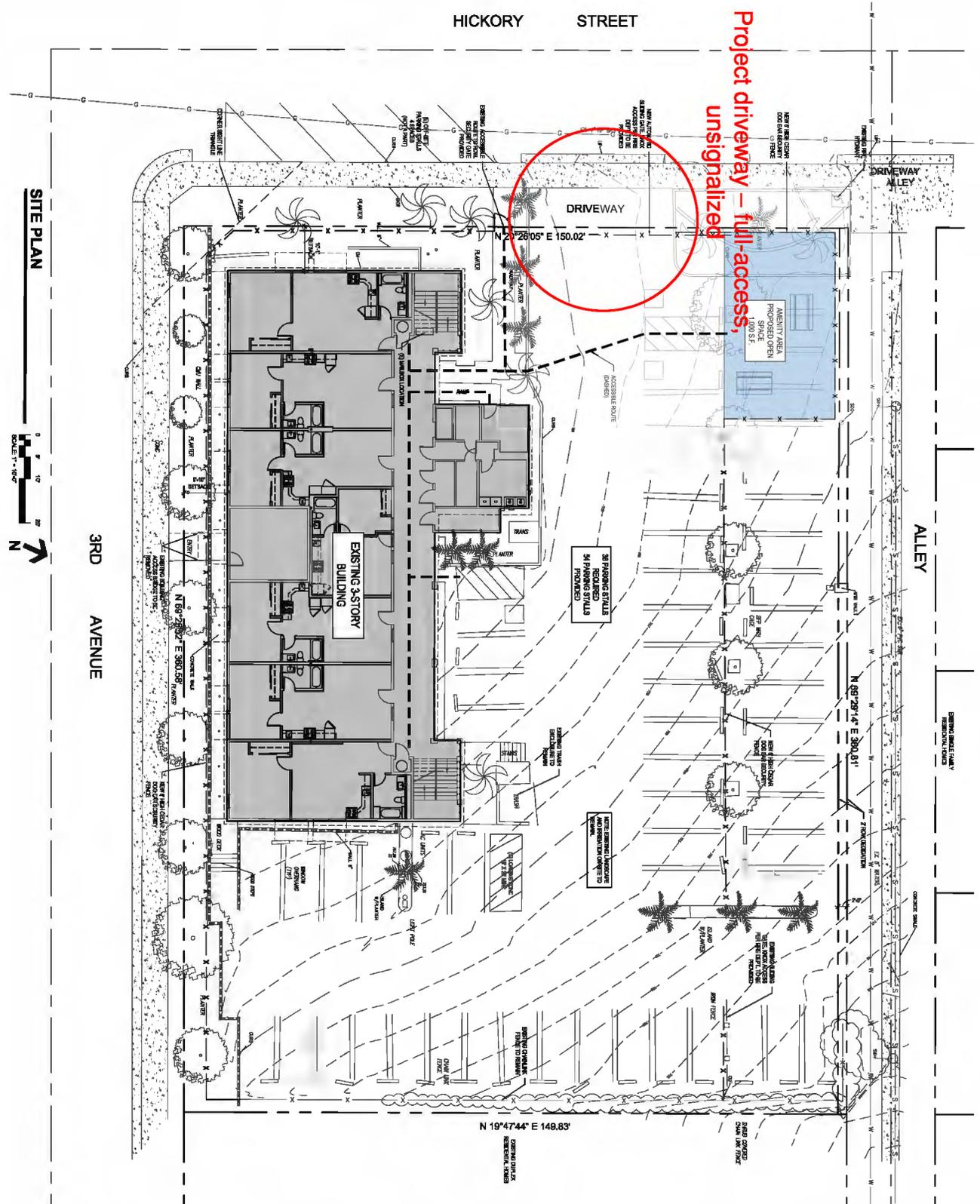
2050 - ABM2+ / 2021 RP (Scenario ID 459)  
 Regional Mean = 16.0 VMT per Resident  
 Regional Mean = 14.3 VMT per Employee

**Archived Data**

2016 - ABM2 / 2019 RTP (Scenario ID 434)  
 Regional Mean = 19.0 VMT per Resident  
 Regional Mean = 27.2 VMT per Employee

**Disclaimer**

The maps provided by SANDAG are an interpretation of the Senate Bill 743 Technical Advisory guidelines published by the California Office of Planning and Research and are provided as a resource to the jurisdictions in the San Diego region to use as they see fit. Users of the data should exercise their professional judgment in reviewing, evaluating and analyzing VMT reduction estimate results from the tool. Each agency should consult with CEQA experts and legal counsel regarding their own CEQA practices and updates to local policies. Refer to full disclaimer and additional information relating to the use of the SB 743 VMT Map Web Application.



**SITE PLAN**

0 5 10 20  
 FEET  
 SCALE 1" = 50'

N

**3RD AVENUE**

**HICKORY STREET**

**Project driveway - full access, unsignalized**

**HICKORY STREET RESIDENTIAL**  
 240 S. HICKORY STREET  
 ESCONDIDO CA 92025

**SITE PLAN**

DATE: 12/20/20  
 DRAWN BY: JACOB FRIEDL  
 CHECKED BY: JACOB FRIEDL  
 SCALE: A1.1

**A1.1**

**KNA**

KNAPP ENGINEERING & ARCHITECTURE  
 1000 S. EL CAMINO REAL, SUITE 100  
 ESCONDIDO, CA 92025  
 TEL: 760-941-1111  
 FAX: 760-941-1112  
 WWW.KNAPPENGINEERING.COM



Figure 6.5 Southeast Quadrant Area



# Bus Stop Locations



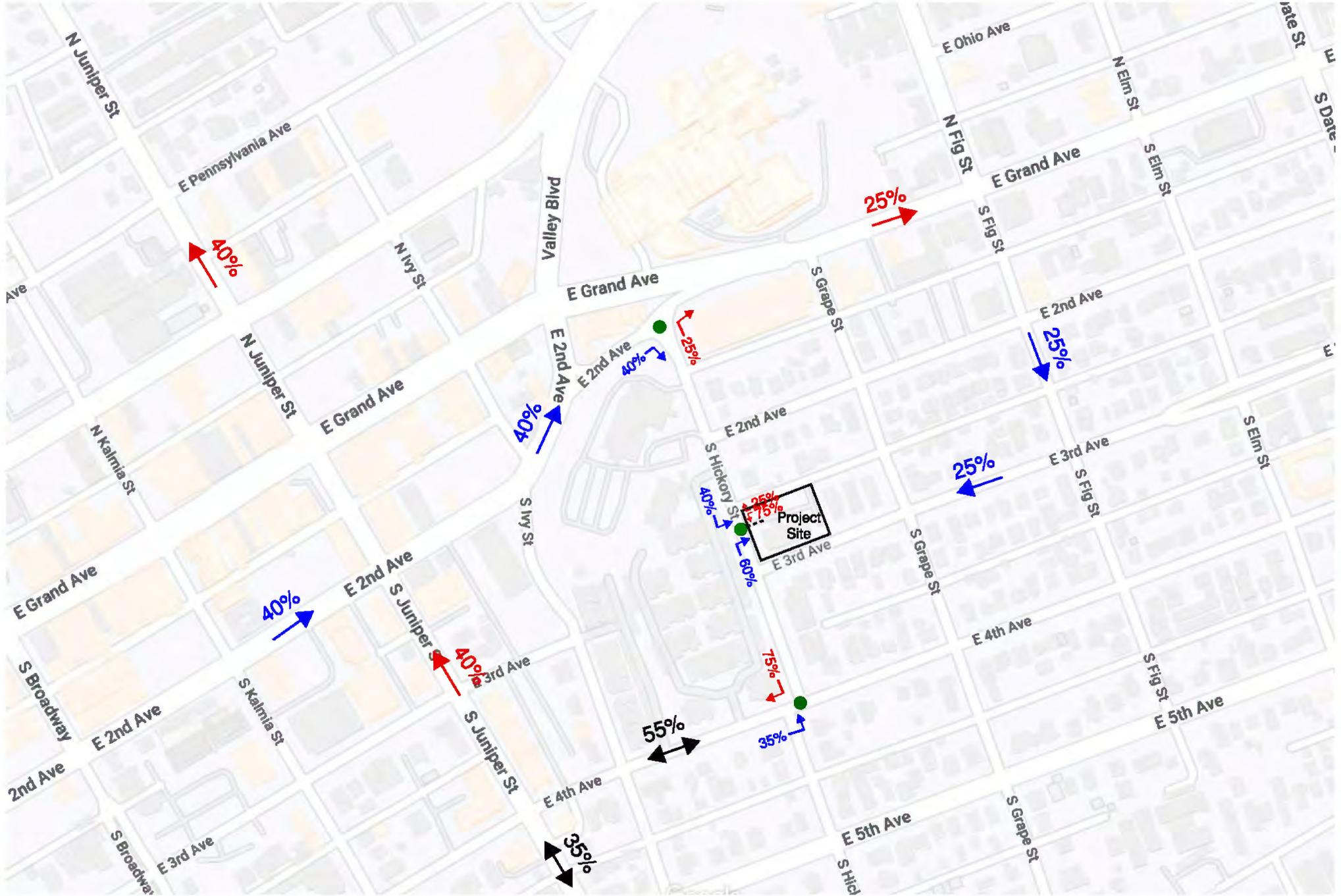
**Table A  
Trip Generation Summary**

Land Use	Size	Daily Trip Ends (ADT) <sup>b</sup>		AM Peak Hour					PM Peak Hour				
		Rate <sup>a</sup>	Volume	% of ADT	In:Out Split	Volume			% of ADT	In:Out Split	Volume		
						In	Out	Total			In	Out	Total
<b>Existing Land Use</b>													
Medical Office	16,885 SF	50 / SF <sup>b</sup>	844	6%	80 : 20	41	10	51	11%	30 : 70	28	65	93
<b>Proposed Project</b>													
Multi-Family	20 DU	8 / DU <sup>c</sup>	160	8%	20 : 80	3	10	13	10%	70 : 30	11	5	16
Net Trips			-684			-38	0	-38			-17	-60	-77

**Footnotes:**

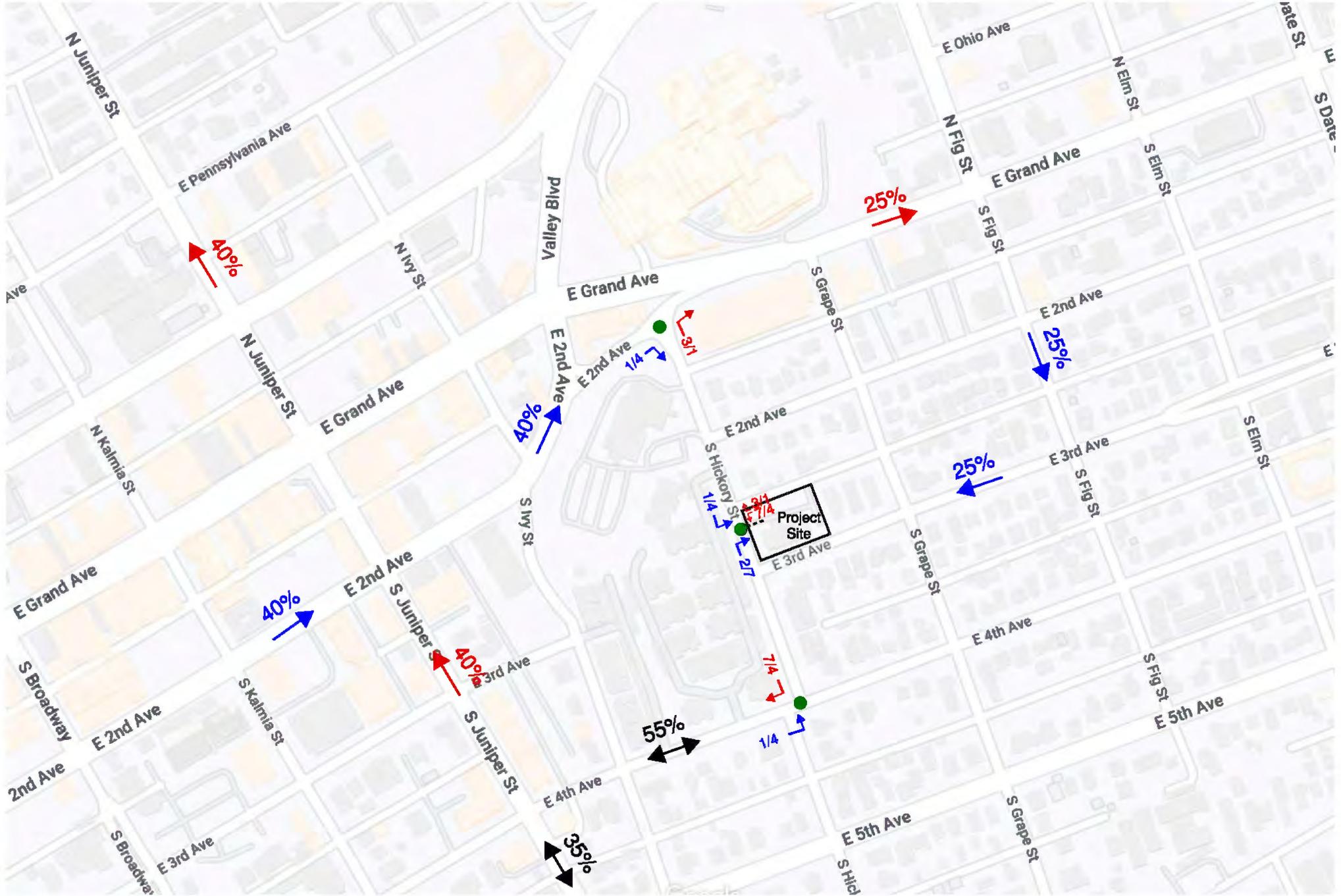
- a. Rates are based on the SANDAG's (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, April 2002 .
- b. Rates are based on medical-dental office rate of 50/KSF.
- c. Rates are based on condominium rate of 8/DU.

# Project Traffic Distribution



● – Study Area Intersections

# Project Traffic Volumes (Without Medical Office Credit)



● – Study Area Intersections