APPENDIX G – TRAFFIC SCOPING MEMORANDUM

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May 14, 2019

Mr. Matthew Bohan
County of San Diego
Department of Parks and Recreation
5500 Overland Aveue #410
San Diego, CA 92123

LLG Reference: 3-19-3071

Subject: Otay Lakes Campground Project – Transportation Impact Analysis Scoping Memo San Diego, CA

Dear Matthew:

This memo has been prepared to provide information to initiate the Transportation Impact Analysis Scoping process with the County of San Diego for the Otay Lakes Campground Project (Project). The San Diego – Imperial Council (Council) of Boy Scouts of America (BSOA) would lease County land adjacent to Otay Lakes County Park. The intent of this memo is to provide the County with the necessary information and verify critical assumptions to be utilized in the Transportation Impact Study (TIS) and obtain approval of these assumptions commensurate with the initial submittal of the study.

The Project proposes the development of new camping facilities, a flag plaza, archery range, fire ring and amphitheater, zip line, removal of restroom, construction of a new and larger restroom facility overlapping the existing footprint, development of an activity/program area ("Camporee Field"), construction of a fenced storage facility, and minor road improvements (decomposed granite) on County property adjacent to Otay Lakes County Park. The site is currently developed with a vacated campground.

Otay Lakes County Park is located at 2270 Wueste Road in Chula Vista, California, San Diego County. The proposed Project would occur within 69 acres of County property south of Otay Lakes County Park (proposed Project site). The County of San Diego General Plan identifies the land use and zoning of the Project site as Open Space (Conservation) and Open Space, respectively. A Project area map is included at the end of this letter on ***Figure 1***.

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PROJECT DESCRIPTION

As mentioned above, the Project includes the development of camping facilities and rehabilitation of existing campsites, construction of a flag plaza, rehabilitation of existing restroom facility, construction of fire ring and amphitheater, development of an activity/program area ("Camporee Field"), construction of a fenced storage facility, and minor road improvements on County property adjacent to Otay Lakes County Park.

Camping Facilities

The camping facilities component of the Project would include the establishment of new multipurpose campsites and rehabilitation of existing campsites that are conducive to family style camping. Each campsite would have a small hard covered area with two picnic tables, and would be designed to accommodate six (6) to eight (8) people. In total, the Project site would include a minimum of six (6) campsites and a maximum of 12 campsites.

Flag Plaza

The flag plaza would include minimal grading and construction of a concrete slab that would accommodate three flag poles. The flag plaza would be erected as a place of ceremony, commemoration, and communication. An adjacent parade ground located on the existing dirt ground would provide a place for youth to stand during ceremonies.

Camporee Field

The activity/program area would be developed to host large groups of up to 400 people Activities that would occur within this area include archery and BB gun ranges, a Challenging Outdoor Personal Experience (COPE) course, Zip line(s), and an amphitheater with campfire bowl. Additionally, a large activity field would be established for games, trainings, and overflow camping.

Fire Ring and Amphitheater

The Project would include the construction of an amphitheater which includes an approximately 150-square foot stage and seating for approximately 100 people. Additionally, a fire ring will be installed.

Site Access

Access to the site is provided via Wueste Road. Wueste Road connects to Olympic Parkway in the north and is the primary access road to the Olympic Training Facility, Otay Lake City of San Diego Reservoir, and the Otay Water Treatment Plant.

Parking
It is expected that patrons of the site will be able to pay for parking in the adjacent County parking lot. There will also be a limited amount of spaces up by the restroom and group campsites. The majority of trips to/from the site will be drop-off/pick-up trips, not requiring long-term parking.

Figure 2 shows the conceptual site plan.

TRIP GENERATION

The Project trip generation is specific to the activities planned for the site. Based on information provided by the applicant, a site-specific activity-based trip generation was prepared. Three (3) activities are planned that would generate vehicle trips: 1) Day Camps; 2) Overnight Camping; and 3) Special Events.

Day Camps
Day Camps are programmed to occur over a five-day week, approximately four (4) times annually. Approximately 50-100 campers would attend each weekly camp (including chaperones and employees). Campers are anticipated to be driven to the site in private vehicles as drop-off/pick-up trips. It should be noted day camps are only programmed to occur four (4) times per year and do not represent typical weekday operations of the site contributing to off-site commuter peak street traffic. The site primarily operates on the weekend in use by the campground. For purposes of being conservative, the maximum 100 attendees of day camp were assumed in the trip generation calculations. Day camps are expected to take place Monday through Friday, with a start time of 8:30AM and end time of 3:30PM. After care is available until 5:30PM. It was assumed that 25% of day camp attendees would stay on-site for the after care.

Campsite (Programmed Overnight Camping)
Campsites were assumed to have programmed activities occurring every weekend. Programmed activities means the BSOA would use the sites for scheduled camping events, and non-profits and children-oriented groups could rent them for the weekend. It is expected that almost every weekend there will be between 20-50 people camping on-site (including chaperones and employees). For purposes of being conservative, the maximum of 50 attendees were assumed in the trip generation calculations. Weekend campers would be expected to be dropped off on Friday evenings between 4:00-6:00PM and picked up on Sundays midday between 12:00-2:00PM.

Special Events
Special Events are planned to utilize Camporee Field and the amphitheater, among other activities that would be planned for campers (COPE, zip line, etc.)

approximately four (4) to six (6) times per year on the weekends. At most, 400 attendees would be on-site at one time (including chaperones and employees). There would be 400 attendees using Camporee Field, 200 would stay and camp, and 100 of those 200 campers would attend a program at the amphitheater. Thus, vehicle trips were calculated for the initial maximum amount of 400 attendees. It was assumed events would start on Saturday mornings between 8:00-10:00AM with all 400 attendees arriving via a private vehicle drop-off trip. With the 200 that stay to camp, 200 would leave the site that same evening between 6:00-8:00PM as pick-up trips. Lastly, those that stay to camp are picked up on Sunday evening between 4:00-6:00PM.

Vehicle Occupancy Rate (VOR)
Based on information provided by the applicant, all attendees will arrive in private vehicles. The majority of trips (with the exception of chaperone and employee trips) will be drop-off/pick-up trips. Carpooling is expected to be at a ratio of four to one (4:1). However, without statistical data supporting this assumption, the trip generation utilizes a VOR or 2.28 persons per vehicle developed from statistical data collected by LLG on April 17, 2013 at Humphrey's Concerts by the Bay.

Based on the information described above, the trip generation for the Project is presented in ***Table 1***.

As shown in *Table 1*, the weekday trip generation is calculated to be 88 AM peak hour trips (44 in/44 out), 22 PM peak hour trips (11 in/11 out), and 176 average daily trips (ADT). It should be noted that summer camp and programmed camping would not overlap as scheduled programs. On a separate weekday not coinciding with summer camp, trip generation from overnight camping would be expected to be 22 ADT with 22 PM peak hour trips (22 in/ 0 out).

The weekday trip generation forecasts above do not represent typical weekday conditions. These events are limited in occurrence and would not be expected to affect normal day-to-day peak commute operations of the adjacent street network. Summer camp is scheduled for a four-week period in the summer months when ambient traffic volumes in the surrounding area would be expected to be lower.

Weekend trips are forecasted at most to be 528 ADT on a Saturday and 198 ADT on a Sunday. It should also be reiterated that weekend trips at maximum capacity would only occur four (4) to six (6) times annually.

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TABLE 1
MAXIMUM CAPACITY PROJECT TRIP GENERATION

Trip Generator	Size	VOR [a]	# of Vehicles [b]	Peak Hour									Maximum Weekday ADT
				Volume			Volume			Volume			
				In	Out	Total	In	Out	Total	In	Out	Total	
Programmed Day Camp [c]				**Weekday 8:00-9:00AM [d]**			**Weekday 3:00-4:00PM [d]**			**Weekday 5:00-6:00PM [d]**			
Attendees	100 ppl	2.28	44	44	44	88	33	33	66	11	11	22	176
Campsites (Programmed Overnight Camping)				**Friday 4:00-6:00PM [e]**			**Sunday 12:00-2:00PM [e]**			—			
Attendees	50 ppl	2.28	22	22	0	22	0	22	22	—	—	—	22
Special Events [f]				**Saturday 8:00-10:00AM**			**Saturday 6:00-8:00PM [e]**			**Sunday 4:00-6:00PM [e]**			—
Attendees	400 ppl	2.28	176	176	176	352	88	88	176	88	88	176	—
Maximum Weekday Trip Generation [g]				**AM Commute Peak Hour 7:00-9:00AM**			**PM Commute Peak Hour 4:00-6:00PM**			—			—
				44	**44**	**88**	**11**	**11**	**22**	**—**	**—**	**—**	**176**

Footnotes:

a. VOR = vehicle occupancy rate. Rate developed from statistical data collected on April 17, 2013 at Humphrey's Concerts by the Bay. VOR of 2.28 may be conservative for the proposed use. Based on information provided by the applicant, patrons of the site will arrive in private vehicle with "multiple people per car".

b. Example: # of vehicles = 100 attendees ÷ 2.28 persons per vehicle = 44 vehicles.

c. Weekday day camps are anticipated to run for a five-day period, about four (4) times annual. For the purposes of this assessment, two-way drop-off/pick-up trips two times per day were assumed arriving at the total number of daily trips (accounts for one inbound and one outbound trip generated per vehicle twice per day). Programmed day camp activities would be mutually exclusive to programmed overnight weekend camping.

d. Based on information provided on the BSA website, day camps typically run from 8:30AM to 3:30PM, with after care provided from 3:30-5:30PM for an additional fee. It was assumed that 25% of the attendees remained on-site in the aftercare program.

e. Weekend camping will be open every weekend to programmed groups. It would not, however, overlap with the scheduling of summer camp during a four-week period in the summer months. It is expected that there will be 20-50 people camping during these weekends, including staff and chaperones. Attendees were assumed to arrive on Friday afternoons and leave on Sunday mid-morning.

f. For Special Events on-site, based on information provided by the applicant, it was assumed that 400 people will access the Camporee Field, 200 will camp (after 200 leave), 100 of those campers will attend the amphitheater while already on-site (no additional vehicle trips), including employees and chaperones. It is not expected that a cumulative 700 people will be on-site for each activity independently. In addition, all trips were assumed to be drop-off/pick-up trips. It was assumed that all 400 attendees (176 vehicles) arrive on Saturday morning for weekend special events, with all 176 trips making a drop-off round-trip from home to camp and back home. On Saturday evening, 200 of those attendees are anticipated to leave site (88 vehicles) making the pick-up round-trip from home to camp and back home again. On Sunday, the remaining 200 attendees who camped are picked up by a driver making a round-trip from home to camp and back home (88 vehicles). Employee and chaperone vehicles were conservatively assumed in the remaining 88 vehicles.

g. Maximum Weekday Trip Generation combines the trips anticipated to be generated on a weekday, and during the 7-9AM and 4-6PM peak commute hours for adjacent street traffic. It should be noted that the maximum weekday trip generation would only occur during a four-week period in the summer months when day camp is programmed to occur.

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TRIP DISTRIBUTION

A general Project trip distribution was developed based on information provided by the applicant. It is anticipated that this facility will be 95% people who live within a two-hour drive. About 75% will live within a one-hour drive. All trips would be expected to come from the freeway and state route system via Interstate 5 (I-5), I-805, and State Route 125 (SR-125).

PROPOSED TRANSPORTATION STUDY

The weekday trip generation calculations forecast 176 ADT with 88 AM and 22 PM peak hour trips. Although the weekday ADT is less than 200 trips which may correlate to the preparation of an Issue Specific TIS, the 88 AM peak hour trips exceed the threshold for a Focused TIS. However, as emphasized in the trip generation section of this memo, the peak weekday trip generation would only be expected to occur during a limited four-week period when summer camps are offered and ambient traffic volumes on the surrounding street network would be expected to be lower.

As a result of these site-specific trip generation characteristics, it would not seem appropriate to complete a TIS, per County guidelines. It is instead recommended that a site access study be conducted for the Project given the high accumulation of inbound/outbound drop-off/pick-up trips that will occur during start and end times for special events. The study could include an evaluation of driveway sight distance, and an on-site drop-off/pick-up assessment to ensure efficient traffic operations during these peak timeframes.

All analysis and assessments would be consistent with the requirements of the County of San Diego guidelines and industry practice.

Sincerely,

Linscott, Law & Greenspan, Engineers

Cara Hilgesen
Senior Transportation Planner

Figure 1: *Project Area Map*
Figure 2: *Conceptual Site Plan*
Attachment: *County of San Diego Report Format & Contents Requirements: Transportation & Traffic – Excerpt*

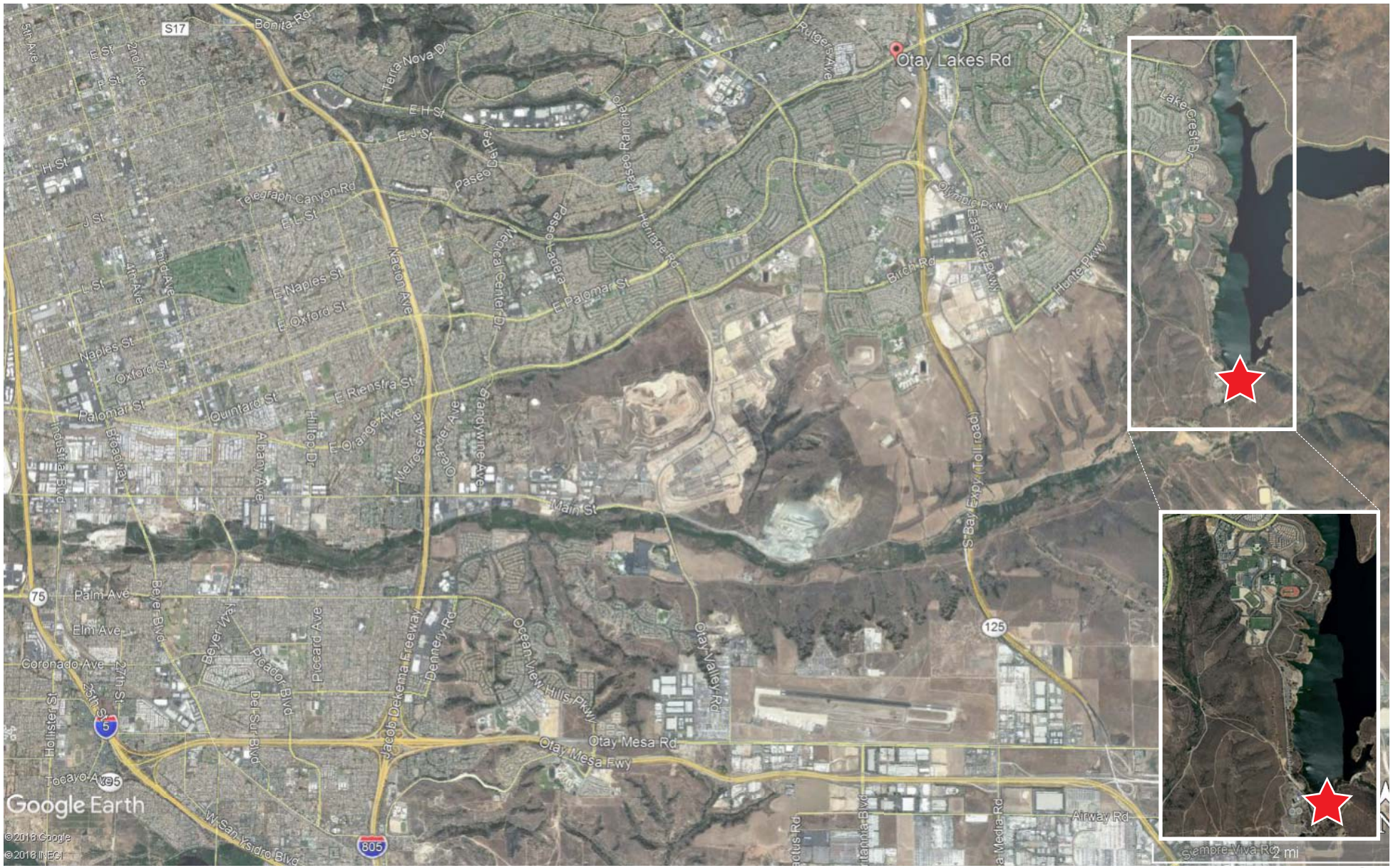

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Figure 1

Project Area Map

OTAY LAKES CAMPGROUND

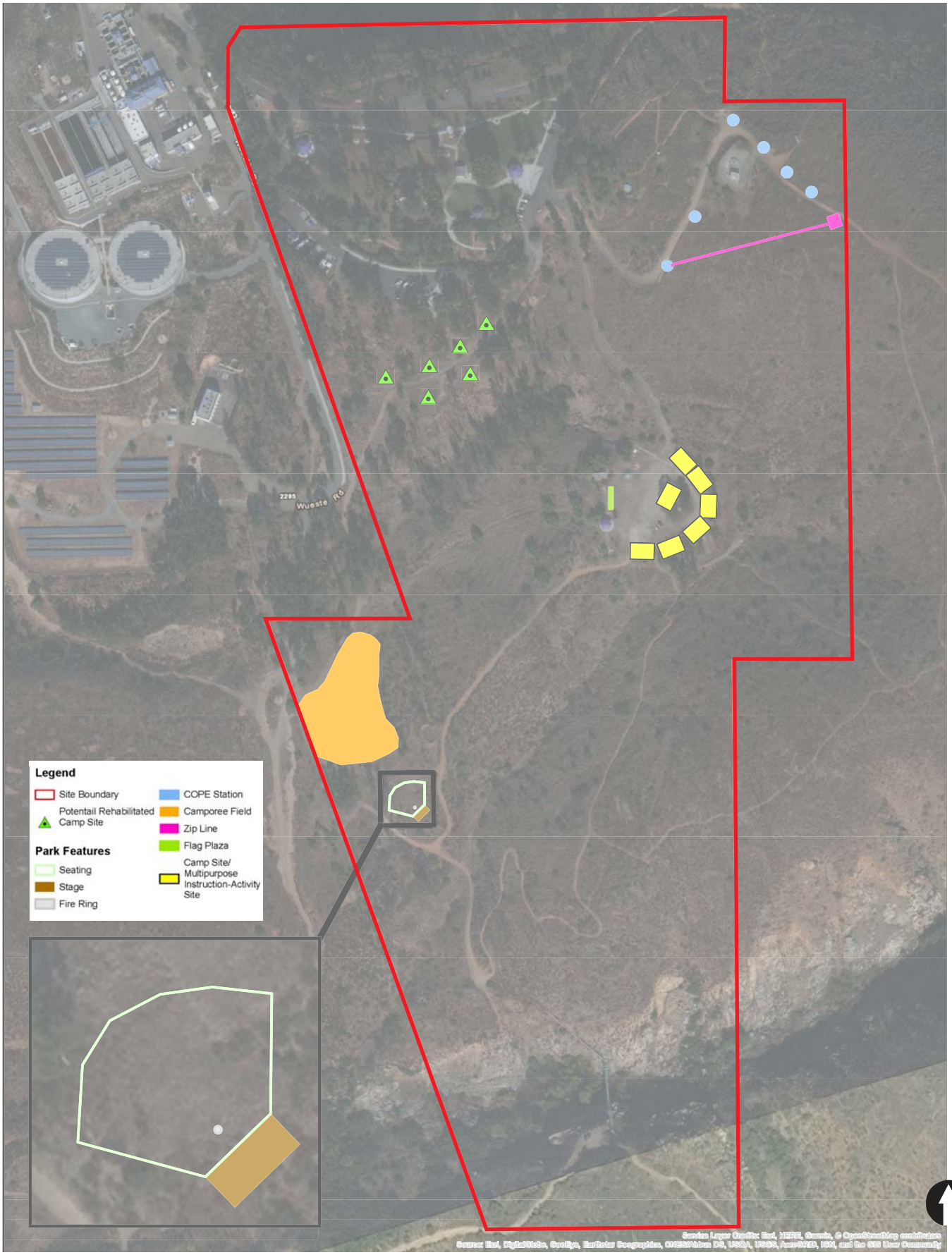

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Figure 2

Site Plan

OTAY LAKES CAMPGROUND

ATTACHMENT

COUNTY OF SAN DIEGO REPORT FORMAT & CONTENT REQUIREMENTS – TRANSPORTATION AND TRAFFIC, AUGUST 24, 2011 -- EXCERPT

COUNTY OF SAN DIEGO

REPORT FORMAT & CONTENT REQUIREMENTS

TRANSPORTATION AND TRAFFIC

LAND USE AND ENVIRONMENT GROUP

Department of Planning and Land Use
Department of Public Works

Second Revision
June 30, 2009

Second Modification
August 24, 2011

Table 1 - County Criteria for the Need to Prepare a Traffic Impact Study (TIS)

PROJECT GENERATED TRAFFIC*	ISSUE SPECIFIC TIS	FOCUSED TIS	FULL TIS NEEDED	CONGESTION MANAGEMENT ANALYSIS NEEDED
Less than 200 Average Daily Trips OR Less than 20 Peak Hour Trips	No*	No*	No	No
200-500 Average Daily Trips OR 20-50 Peak Hour Trips	Yes	No	No	No
500 Average Daily Trips OR 50 Peak Hour Trips	No	Yes	No	No
1,000 Average Daily Trips OR 100 Peak Hour Trips	No	No	Yes	No
2,400 Average Daily Trips OR 200 Peak Hour Trips	No	No	Yes	Yes

***** Other situations could result in a request for an Issue Specific or Focused Traffic Impact Study. These include, but are not limited to, those issues addressed in this report.
NOTE: Analysis of cumulative traffic impacts may require a Traffic Impact Study, even when project generated traffic volumes alone do not. See Attachment C.

2.1.1 Issue Specific Traffic Impact Study

Generally, an issue specific TIS will be required for projects that generate between 200 and 500 average daily trips (ADT) or between 20 and 50 peak hour trips that may potentially impact or alter the design of a nearby intersection or road segment. Typically, the scope of an issue specific traffic study is limited to nearby roads receiving over 200 ADT (100 ADT if adjacent road is operating at LOS F) and intersections receiving 21 or more peak hour trips (or 6 or more peak hour trips on a critical move for an adjacent intersection operating at LOS F). If warranted, county staff may also require an issue specific TIS based upon a field review, public comment, or recommendations of a planning group. For example, an examination of available sight distance, driveway access, access road geometrics, accident rates, capacity, parking capacity, intersection analysis or a signal timing study are issue specific/focused studies that could be required.

When a proposed project generates less than 200 average daily trips (ADT), in most cases (given the distribution of traffic onto County Circulation Element roads and the traffic impact criteria identified in Table 1), the proposed project will not result in direct traffic impacts. If the proposed project distributes over 100 ADT onto a County Circulation Element Road operating at LOS F, however, a direct impact may be

identified. Improvements to mitigate the added delay caused by the project would need to be identified. A traffic assessment to assist in the identification of appropriate mitigation may be required. Refer to attachment C for detailed discussion on the required scope of the cumulative analysis. If the proposed project is located adjacent to another jurisdiction or in close proximity to a freeway ramp, the applicant should coordinate with those jurisdictions or agencies regarding any potential need for traffic studies and/or mitigation.

2.1.2 Focused Traffic Impact Study (TIS)

A Focused TIS shall be prepared for all discretionary projects that generate between 500 and 1,000 total average daily trips (ADT) or between 50 and 100 peak-hour trips. The focused TIS shall assess potential traffic impacts to nearby local roads (streets) and intersections. The scope of the assessment of direct and cumulative traffic impacts should include the assessment of transportation facilities that would receive 25 or more peak hour trips from the proposed project. The 25 peak hour trip threshold should be based on the combined two-way (i.e. both directions, 2-way peak hour total) traffic volume of the roadway segment for either the AM or PM peak period. Other criteria for determining whether a focused traffic analysis is required may include the following:

- The proposed project includes a driveway to be located on a Circulation Element Road within 150 feet of an intersection with another Circulation Element Road.

- The proximity of transportation facilities currently operating at LOS E or F.

- The project includes a driveway that intersects an on-street bicycle lane or crosswalk in an area of high pedestrian activity.

- There are access risks or deficiencies associated with the adjoining street system due to curves, slopes, walls or other barriers to adequate lines of sight.

- The proposed project will result in a road alignment or design, which is inconsistent with the General Plan or community plan for the area or does not align with adjoining or proposed roads.

If the proposed project is located adjacent to another jurisdiction or in close proximity to a freeway ramp, additional cumulative traffic impacts outside the unincorporated area and not identified in the County's TIF program may occur. The applicant should coordinate with those jurisdictions or agencies regarding any potential need for traffic studies or mitigation. Refer to Attachment C for additional direction on determining the required scope of the cumulative analysis.

If the applicant/proposed project proposes to opt out of the County's TIF Program a full, complete and detailed cumulative traffic assessment will be required. Scoping of the detailed cumulative traffic assessment will extend beyond the 25 peak hour trip (2-way peak hour total) limit specified above and should include all roads and intersections that

may be cumulatively impacted by the proposed project. The detailed cumulative traffic analysis must be based upon the list of projects approach. Project applicants choosing to prepare a TIF Opt Out cumulative analysis should coordinate closely with County staff to develop a detailed TIS scope of work.

2.1.3 Full Traffic Impact Study (TIS)

A Full TIS shall be prepared for all discretionary projects that generate 1,000 or more total average daily trips (ADT) or 100 or more peak-hour trips. The scope of the full direct and cumulative traffic assessment shall include those roads and intersections that will receive 25 peak hour trips (2-way peak hour total). The full TIS shall assess potential impacts to regional arterials and state highways in addition to the potential impacts to nearby local roads (streets) and intersections. The study area intersections should include the intersections of Circulation Element roads and intersections where project-related traffic adds traffic to the right and/or left turn movement and exceeds the peak hour thresholds. If traffic operation issues are identified, additional side/minor street intersections may need to be included in the study area intersection analysis even though the proposed project is not expected to add significant traffic to the intersection turn movements. For example, there may be a concern that added project traffic on the major street through movement would make it difficult enter and/or exit the side/minor street.

All full traffic impact studies shall include a cumulative traffic assessment that evaluates the cumulative traffic impacts of the proposed project. The scope of the full direct and cumulative traffic assessment shall include those roads and intersections that will receive 25 peak hour trips (2-way peak hour total). For County roadways, cumulative impacts are typically mitigated via payment of the TIF fee. However, per the County's TIF Ordinance, the County may require a developer to install improvements with supplemental size, length, or capacity in order to ensure efficient and timely construction of the transportation facilities network. Such improvements would be subject to the reimbursement or credit provisions described in the TIF Ordinance. The full cumulative traffic assessment will aide in this determination. The full cumulative traffic assessment will also allow for more detailed discussion of the projects potential traffic impacts during public review and in any environmental documents that are prepared for the proposed project. Refer to Attachment C for additional direction on determining the required scope of the cumulative analysis. If the proposed project is located adjacent to another jurisdiction or in close proximity to a freeway ramp, additional cumulative traffic impacts outside the unincorporated area and not identified in the County's TIF program may occur. The applicant should coordinate with those jurisdictions or agencies regarding any potential need for traffic studies or mitigation.

If an applicant proposes to opt out of the County's TIF Program a full, a complete and detailed cumulative traffic assessment will be required. Scoping of the cumulative traffic assessment will extend beyond the 25 peak hour trip limit specified above and should include all roads and intersections that may be cumulatively impacted by the proposed