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July 11, 2024

RAF Pacifica Group
 Mr. Adam Robinson
 687 S. Coast Hwy, Suite 111
 Encinitas, CA 92024

SUBJECT: Local Transportation Analysis (LTS) and Vehicle Miles Travelled (VMT) findings for the Multi-Building and Truck Bay Reduction Alternative (260 Eddie Jones D22-00001).

Dear Mr. Robinson:

LOS Engineering, Inc. has prepared a comparison of the trip generation between the Proposed Project (“Project”) and the Multi-Building and Truck Bay Reduction Alternative (“Alternative”) to determine if there is a change in the LTS and VMT findings.

The Project is a single building with 568,000 square feet (sf) that will include 170,400 sf of Manufacturing and 397,600 sf of Warehousing. Mezzanine and office areas are embedded in each use. The trip generation for the Project is shown in **Table 1**.

Table 1: Project Trip Generation

ITE 11th Edition				AM Peak Hour			PM Peak Hour		
Land Use	Rates & Size		Daily	IN	OUT	Total	IN	OUT	Total
<i>Proposed Project with Land Use 140: Manufacturing</i>									
Car Trip Rates:	4.75	/KSF		76%	24%	0.68	31%	69%	0.74
Size: 170.400 KSF			Cars: 809	88	28	116	39	87	126
Truck Trip Rates:	0.45	/KSF		56%	44%	0.03	41%	59%	0.03
Size: 170.400 KSF			Trucks: 77	<u>3</u>	<u>2</u>	5	<u>2</u>	<u>3</u>	5
<i>TOTAL Manufacturing Trips:</i>			886	91	30	121	41	90	131
<i>Proposed Project Land Use 154: High-Cube Transload and Short-Term Storage Warehouse</i>									
Car Trip Rates:	1.40	/KSF		77%	23%	0.08	28%	72%	0.10
Size: 397.600 KSF			Cars: 557	24	7	32	11	29	40
Truck Trip Rates:	0.22	/KSF		49%	51%	0.02	47%	53%	0.01
Size: 397.600 KSF			Trucks: 87	<u>4</u>	<u>4</u>	8	<u>2</u>	<u>2</u>	4
<i>TOTAL Warehouse and Distribution Trips:</i>			644	28	11	40	13	31	44
<i>Total car trips:</i>			1,366	112	35	148	50	116	166
<i>Total truck trips with PCE of 2 for daily trips:</i>			328	7	6	13	4	5	9
Total Building SF:	568.000		Project Total:	119	41	161	54	121	175

Source: Institute of Transportation Engineers (ITE) 11th Edition *Trip Generation*. KSF: 1,000 Square Feet.
 PCE: Passenger Car Equivalent multiplier of 2 applied to truck ADTs based on level terrain.

The Alternative includes four buildings with a total of 497,822 sf that will include 133,824 sf of Manufacturing and 363,988 sf of Warehousing. Mezzanine and office areas are embedded in each use. The trip generation for the Alternative is shown in **Table 2**.

Table 2: Alternative Trip Generation

ITE 11th Edition				AM Peak Hour			PM Peak Hour		
Land Use	Rates & Size		Daily	IN	OUT	Total	IN	OUT	Total
<i>Land Use 140: Manufacturing</i>									
Car Trip Rates:	4.75	/KSF		76%	24%	0.68	31%	69%	0.74
Size:	133.824	KSF	Cars: 636	69	22	91	31	68	99
Truck Trip Rates:	0.45	/KSF		56%	44%	0.03	41%	59%	0.03
Size:	133.824	KSF	Trucks: 60	<u>2</u>	<u>2</u>	4	<u>2</u>	<u>2</u>	4
<i>TOTAL Manufacturing Trips:</i>			696	71	24	95	32	71	103
<i>Land Use 154: High-Cube Transload and Short-Term Storage Warehouse</i>									
Car Trip Rates:	1.40	/KSF		77%	23%	0.08	28%	72%	0.10
Size:	363.998	KSF	Cars: 510	22	7	29	10	26	36
Truck Trip Rates:	0.22	/KSF		49%	51%	0.02	47%	53%	0.01
Size:	363.998	KSF	Trucks: 80	<u>4</u>	<u>4</u>	7	<u>2</u>	<u>2</u>	4
<i>TOTAL Warehouse and Distribution Trips:</i>			590	26	10	36	12	28	40
<i>Total Car Trips:</i>			1,145	92	29	120	41	95	135
<i>Total Truck Trips (with PCE for ADT only):</i>			281	6	5	11	3	4	8
<i>Total Building SF:</i>			497.822						
Project Total:			1,286	97	34	131	44	99	143

Source: Institute of Transportation Engineers (ITE) 11th Edition *Trip Generation*. KSF: 1,000 Square Feet.

PCE: Passenger Car Equivalent multiplier of 2 applied to truck ADTs based on level terrain.

The Alternative has 70,178 less sf than the Project resulting in less traffic generation as shown in **Table 3**.

Table 3: Trip Reduction Between Project and Alternative

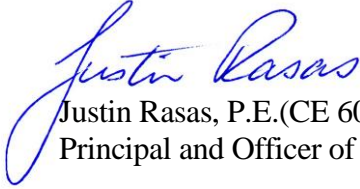
	Daily	AM Peak Hour			PM Peak Hour		
		IN	OUT	Total	IN	OUT	Total
<i>Trip change between Project and Alternative:</i>	-409	-22	-7	-29	-10	-22	-32
<i>Percent change between Project and Alternative:</i>	-24%	-18%	-18%	-18%	-18%	-18%	-18%

The Project trip generation used in the LTS is higher than the Alternative trip generation; therefore, the LTS analyzed more traffic and provides a conservative analysis over the Alternative. No changes are recommended to the LTS.

The Project VMT analysis is based on the San Diego Regional Association of Governments (SANDAG) SB 743 Concept Map to determine if the VMT/Employee exceeds the VMT impact threshold. The Concept Map is based on the location of the project and not the project trip generation. Therefore, the Alternative with 70,178 less sf than the Project would not change the VMT findings. No changes are recommended to the VMT report.

If you have any questions, please call me at (619) 890-1253.

Sincerely,
LOS Engineering, Inc.



Justin Rasas, P.E.(CE 60690), PTOE.
Principal and Officer of LOS Engineering, Inc.