

Memorandum

To: Brett Bollinger, M-Group
From: Frederik Venter, P.E.
Ryan Dole, P.E.
Re: Peer Review of Trip Generation Impacts
San Pedro Terrace Subdivision
Date: February 17, 2017

The intent of this memorandum is to summarize Kimley-Horn's assessment of potential trip generation impacts of the proposed six-unit single-family dwelling San Pedro Terrace subdivision located in the Linda Mar neighborhood. Our review included review of the trip generation calculations, potential impacts to existing traffic patterns, and access sight distance

UNDERSTANDING OF PROPOSED DEVELOPMENT

The proposed project consists of the development of a six-unit single-family dwelling tentative subdivision map on a 2.42-acre vacant triangular lot in the Linda Mar neighborhood, and sited approximately 20 feet south of San Pedro Creek. Proposed residential lots range in size from 5,035 to 36,104 square feet. The project would also introduce a new 16,783 square foot private street to facilitate site access, and the extension of utilities into the site (e.g. sanitary sewer, water, stormdrain, joint trench). Project entitlements include a tentative subdivision map, General Plan and Zoning Amendments.

STUDY AREA

The subject site is a vacant level lot located in an area bordered by open space to the south and west, the San Pedro Creek to the north and the Linda Mar Rehabilitation facility to the east. Across San Pedro Creek from the subject site, to the north lies the Linda Mar residential neighborhood which consists of mostly single-family dwellings. Highway 1 is located on the hillside, approximately 500 feet, west of the site. Linda Mar School, a Kindergarten through Eighth Grade school, is located approximately 1500 feet southeast of the site.

Access to the new dwellings will be along San Pedro Terrace Road which has a single outlet at Peralta Road. It is likely that most traffic travelling to and from the site will utilize Peralta Road and Linda Mar Boulevard to access Highway 1 or Linda Mar.

San Pedro Terrace Road is a two-lane road and is stop-controlled at Peralta Road. Peralta Road is a two-lane road with an assumed, non-posted, speed limit of 25 MPH. Linda Mar is a four-lane road with a posted speed limit of 30 MPH. Per the Caltrans Functional Classification, Peralta is a Major Collector and Linda Mar is a Minor Arterial.

There are existing Class II bike lanes striped along San Pedro Terrace Road which continues into a Class I trail where the road terminates.

REVIEW AND FINDINGS

The following include Kimley-Horn's review comments and recommended considerations regarding the San Pedro Terrace Subdivision trip generation and potential impacts.

- The trip generation calculations provided by M-Group were based on the Institute of Transportation Engineers, Trip Generation Manual, 6th Edition. However, the latest version of the Trip Generation Manual is the 9th Edition. While trip generation rates only vary slightly between editions, we recommend that the analysis be updated to match the 9th Edition of the Trip Generation Manual.
 - Based on updated trip calculations (per 9th Edition of Trip Generation Manual), the site will generate five (5) morning peak, six (6) evening peak trips, and fifty-eight (58) daily trips. The trips calculated using the 6th Edition are five (5) morning peak, six (6) evening peak trips, and fifty-seven (57) daily trips
- Key nearby intersections that will most likely be utilized by the project's additional trips are San Pedro Terrace/Peralta, and Linda Mar/Peralta. In our opinion, the additional traffic due to the project will have negligible effect on traffic operations at these two intersections.
- Due to the proximity of the development to Linda Mar School, potential traffic impacts were considered for the morning peak period when students dropped off. However, as only six new trips are anticipated from the San Pedro Terrace development during the entire 7AM-9AM peak period, it is our opinion that the new trips will have a negligible effect to existing school traffic patterns.
 - Evening peak period trips generated by the new development are not anticipated to overlap with typical afternoon student pick up periods for Linda Mar School.
- San Pedro Creek is located at the northwest corner of the intersection of San Pedro Terrace Road and Peralta Road. In this area, there are trees and other vegetation that abut the intersection. It appears that there has been tree and vegetation trimming conducted to maintain sight distance from the San Pedro Terrace Road stop line. Vegetation growth should continue to be maintained to mitigate any sight distance concerns.
- There are Class II bike lanes and parking along San Pedro Terrace Road, and directly adjacent to the site is a Class I trail with a connection to the Cabrillo Highway. The driveway to the site should be designed to accommodate pedestrian and bicycle traffic to and from the trail (i.e. a vehicle waiting for the access gate to open may block bicycle and pedestrian flow). The addition of the 58 daily trips, will have a negligible effect on the pedestrian and bicycle traffic.
- The field review indicates that parking and traffic conditions of the Linda Mar Rehabilitation facility would not be affected by the proposed project.
- The project will accommodate residential onsite parking in enclosed and driveway locations. In addition, visitor parking will be provided on the cul-de-sac street.