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SUBJECT: SDUSD Scripps Mesa Site

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As requested, we have reviewed the potential redevelopment of the SDUSD Scripps Mesa site from educational uses to mixed-use residential. Based on our preliminary review, it appears that additional development will likely generate fewer trips than the existing school site and will certainly generate fewer trips than assumed in the Community Plan. I will outline my findings below.

Trip Generation:

Referring to page 58, Figure 17 in the Miramar Ranch North Community Plan, it is seen that the project site was originally planned for Commercial Recreation uses. Based on City records (Fisher memo dated June 3, 1998), it appears that a total of 8,040 Average Daily Trips (ADT) were allocated to the project site with various peak hour trip characteristics. This trip generation is shown in the trip generation table below.

Subsequently, the site was developed as an elementary school generating fewer daily trips but more peak hour trips than originally anticipated. Current enrollment at the existing charter school is 351 students (per SDUSD). Using City of San Diego standard trip generation rates, it can be seen that approximately 1,015 ADT are currently generated by the site. This is far fewer than originally planned for the site. However, the amount of peak hour traffic is very high. The trip generation estimate is also shown in the trip generation table below.

Finally, the site is now planned to be redeveloped. This redevelopment proposes up to 264 multi-family units with approximately 2,000 square feet of commercial and a 4,000 square foot District/Community Center Building. Using City of San Diego standard trip generation rates, it is estimated that up to 1,820 ADT will be generated by the proposed redevelopment. This amount of traffic is far less than the original Community Plan allocation but slightly higher than the existing school. However, on a peak hour basis, the proposed redevelopment would generate fewer trips in the AM and PM peak hours than the existing school. This is particularly noticeable in the AM peak hour. Please refer to the trip generation table below.

PROJECT TRIP GENERATION- Cumulative

Use	Intensity	Rate	ADT	AM						PM					
				Peak %	Vol.	In %	Out%	In	Out	Peak %	Vol.	In %	Out%	In	Out
Community Plan Allocated Trips															
Commercial Visitor (Community Plan)	6.9 AC	per CP	8,040		240			144	96		804			402	402
Existing School Traffic															
Existing School	351 ST	2.9 /ST	1,018	31%	316	60% : 40%		189	126	19%	193	40% : 60%		77	116
Proposed Project															
Multi-Family	264 DU	6 /DU	1,584	8%	127	20% : 80%		25	101	9%	143	70% : 30%		100	43
Mixed-Use Commercial	2,000 SF	40 /KSF	80	3%	2	60% : 40%		1	1	10%	8	50% : 50%		4	4
District/Community Uses	4,000 SF	39 /KSF	156	31%	48	60% : 40%		29	19	19%	30	40% : 60%		12	18
<i>Cumulative Total</i>			1,820		177			56	122		180			116	65
Comparison to Existing School															
Change from Existing School			802		-138						-13				

Source:
Rates taken from the City of San Diego Trip Generation Manual, May 2003

Note:
KSF = 1,000 Square Feet Per CP= Per the Community Plan ST= Students SF= Square Feet DU= Dwelling Unit

Surrounding Street Traffic:

Traffic counts from Sandag show Spring Canyon Road with approximately 15,000 ADT and Scripps Poway Parkway just east of Spring Canyon Road with approximately 40,000 ADT. Based on previous traffic studies in the area, it is expected that Spring Canyon Road will continue to operate well within capacity in the future and Scripps Poway Parkway, although approaching capacity, will likewise operate within capacity with planned improvements. The proposed project would significantly improve roadway operations versus the original Community Plan allocation. The overall decrease in peak hour trips versus the school will likewise improve road segment operations. The modest increase in ADT versus the existing school is not expected to cause any significant degradation in level of service on adjacent streets based on the limited evaluation conducted so far.