

Scoping Agreement for Transportation Studies

PART 1

General Project Information and Description

Project Information

Project Name:

Project Location:

Project Description

Land Uses and Intensities:

Gross and Developable Acreage:

Building Square Footage or Number of Dwelling Units:

Vehicle Parking Spaces:

Bicycle Parking Spaces:

Motorcycle Spaces:

Electric Vehicle Spaces:

Project Applicant:

Name:

Address:

Telephone and Email:

Consultant

Firm:

Project Manager:

Address:

Telephone and Email:

Project Trip Generation

Detailed calculations for the trip generation associated with the Proposed Project and trip credit are provided in Attachment D.

Source:

Pass-by Trips:

Total Daily Trips*:

Diverted Trips:

Internal Capture Rate:

Trip Credit:

Alternative Modes:

Net New Daily Trips:

*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.

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 type="checkbox"/> 1. Small Residential and Employment Projects:		
a. Does the project result in 200 daily trips or less?	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> 2. Project is Located in a Transit-Accessible Area:		
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 type="checkbox"/>
b. Additional project features:		
i. Does the project have a Floor Area Ratio ≥ 0.75 ?	<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 type="checkbox"/>
<input type="checkbox"/> 3. Project is in a VMT-Efficient Area:		
a. Is the project in a VMT/Capita or VMT/Employee Efficient Area per SANDAG screening maps?	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> 4. Locally-Serving Retail Project:		
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 type="checkbox"/>
<input type="checkbox"/> 5. Locally Serving Public Facility:		
a. Is the project a locally serving public facility?	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> 6. Redevelopment Project:		
a. Does the project result in a net decrease in total Project VMT than the existing use?	<input 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"/> 1. Prime Arterial:			
a. Does the project add 900 ADT or more to any segment classified as 8-lane Prime Arterial?		<input type="checkbox"/>	<input type="checkbox"/>
b. Does the project add 800 ADT or more to any segment classified as 6-lane Prime Arterial?		<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> 2. Major Road:			
a. Does the project add 700 ADT or more to any segment classified as 6-lane Major Road?		<input type="checkbox"/>	<input type="checkbox"/>
b. Does the project add 500 ADT or more to any segment classified as 4-lane Major Road?		<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> 3. Collector:			
a. Does the project add 500 ADT or more to any segment classified as 4-lane Collector without parking?		<input type="checkbox"/>	<input 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 type="checkbox"/>
<input type="checkbox"/> 4. Local Collector and other:			
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 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.

PART 2

Trip Distribution and Trip Assignment

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



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

1.	6.
2.	7.
3.	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)

1.
2.
3.
4.
5.

Recommended by:

Consultant's Representative

Date

Scoping Agreement Submitted on

Date

Scoping Agreement Re-submitted on

Date

Approved Scoping Agreement:

City of Escondido
Transportation Specialist

Date

City of Escondido Project Information Form

VMT/LMA Attachment Information & Scoping

Consistent with the City of Escondido Traffic Impact Analysis (TIA) Guidelines, the project trip generation was developed using SANDAG trip generation rates and the Proposed Project description (**Attachment D**).

VMT

Based on the City of Escondido TIA Guidelines, it is anticipated that the Proposed Project would be screened out from conducting a detailed VMT analysis due to the following:

- Small residential project – The residential component of the project generates 126 ADT, which is less than the 200 ADT threshold.
- Project is Located in a Transit - Accessible Area - The Proposed Project is located within a half-mile walking distance of a high-quality transit corridor.
 - Recently completed Escondido BREEZE Rapid that is serviced along the project frontage on South Escondido Boulevard.
 - The Proposed Project is consistent with the City of Escondido South Centre City Area Plan.
- Project is in a VMT-Efficient Area – Per SANDAG’s VMT Map (**Attachment E**) the residential component of the project is located in a VMT-efficient area.
- Locally-Serving Retail Project – The 4,150 square foot retail component project is less than 50,000 square feet and expected to draw at least 75% of customers from the local area.
- Redevelopment Project – After applying trip credit from existing land uses, it can be assumed that the Proposed Project would result in a net decrease in VMT for the project site due to significant reduction in vehicle trips generated by the project site. Detailed calculations for the trip generation associated with the Proposed Project and trip credit are provided in Attachment D

LMA

As discussed in the PIF form, the Proposed Project would generate less than 500 ADT and potentially qualify for an LMA waiver. Additionally, if trip credits are applied to the project trip generation, the result would be less than existing trips generated by the project site. Therefore, it can be assumed that with implementation of the Proposed Project and redevelopment of existing land uses that traffic operations would improve for adjacent roadway segments and intersections. Detailed calculations for the trip generation associated with the Proposed Project and trip credit are provided in Attachment D

City of Escondido Project Information Form

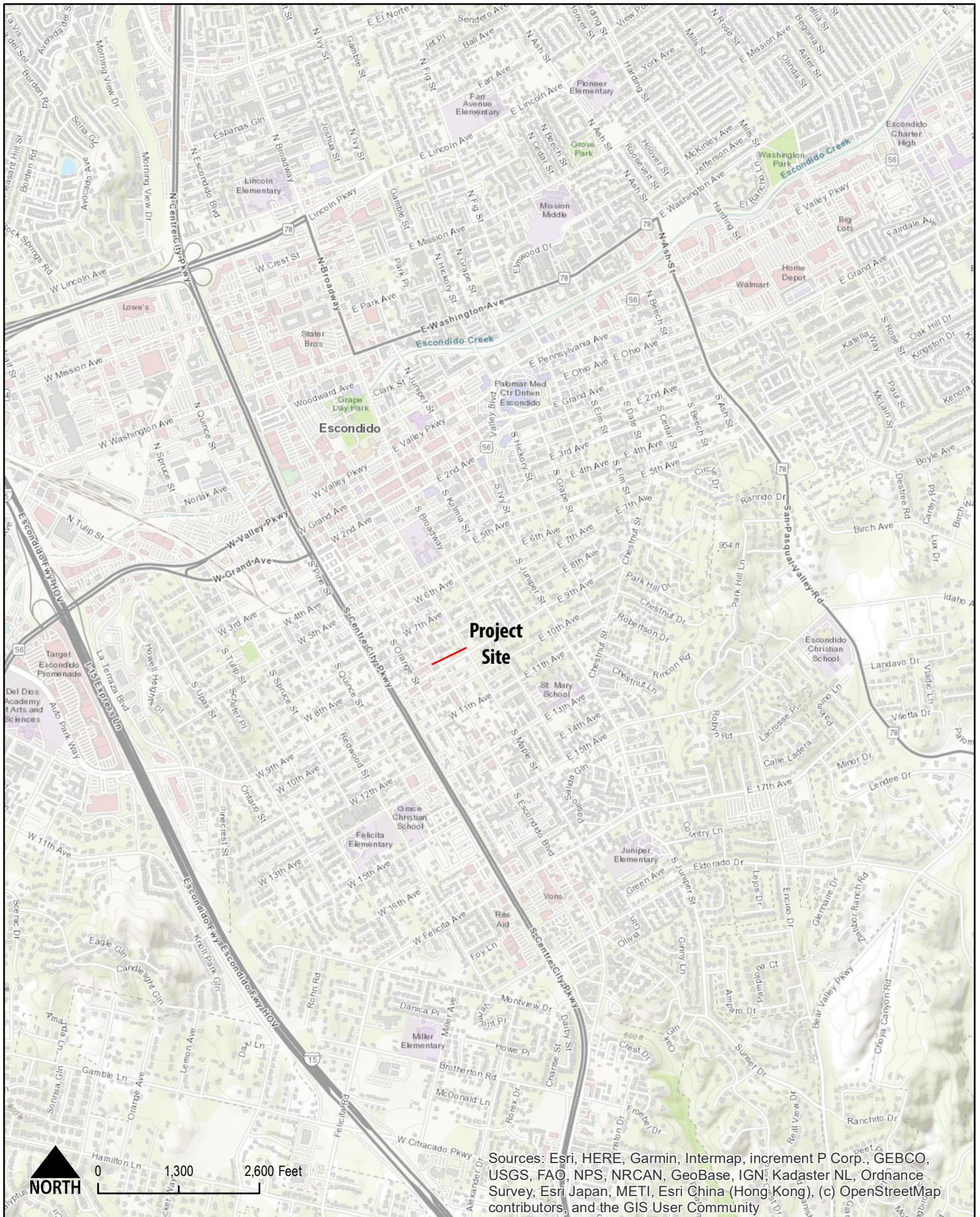
The table below provide a summary of each of the attachments.

Attachment Summary

Name	Description	Attachment No.
Proposed Project Regional Location	Displays the Proposed Project's regional location.	A
Proposed Project Site Plan	Displays the Proposed Project's site plan.	B
Vicinity Map	Displays the transportation network within ¼ mile of the project site	C
Proposed Project Trip Generation	Displays the anticipated daily and peak hour trip generation for the Proposed Project uses (based on driveway rates).	D
Existing Land Uses	Displays existing land uses at the project site location.	E
SANDAG VMT Map – Resident	Displays the Proposed Project's location on SANDAG's VMT Map for residents	F

**City of Escondido
Project Information Form**

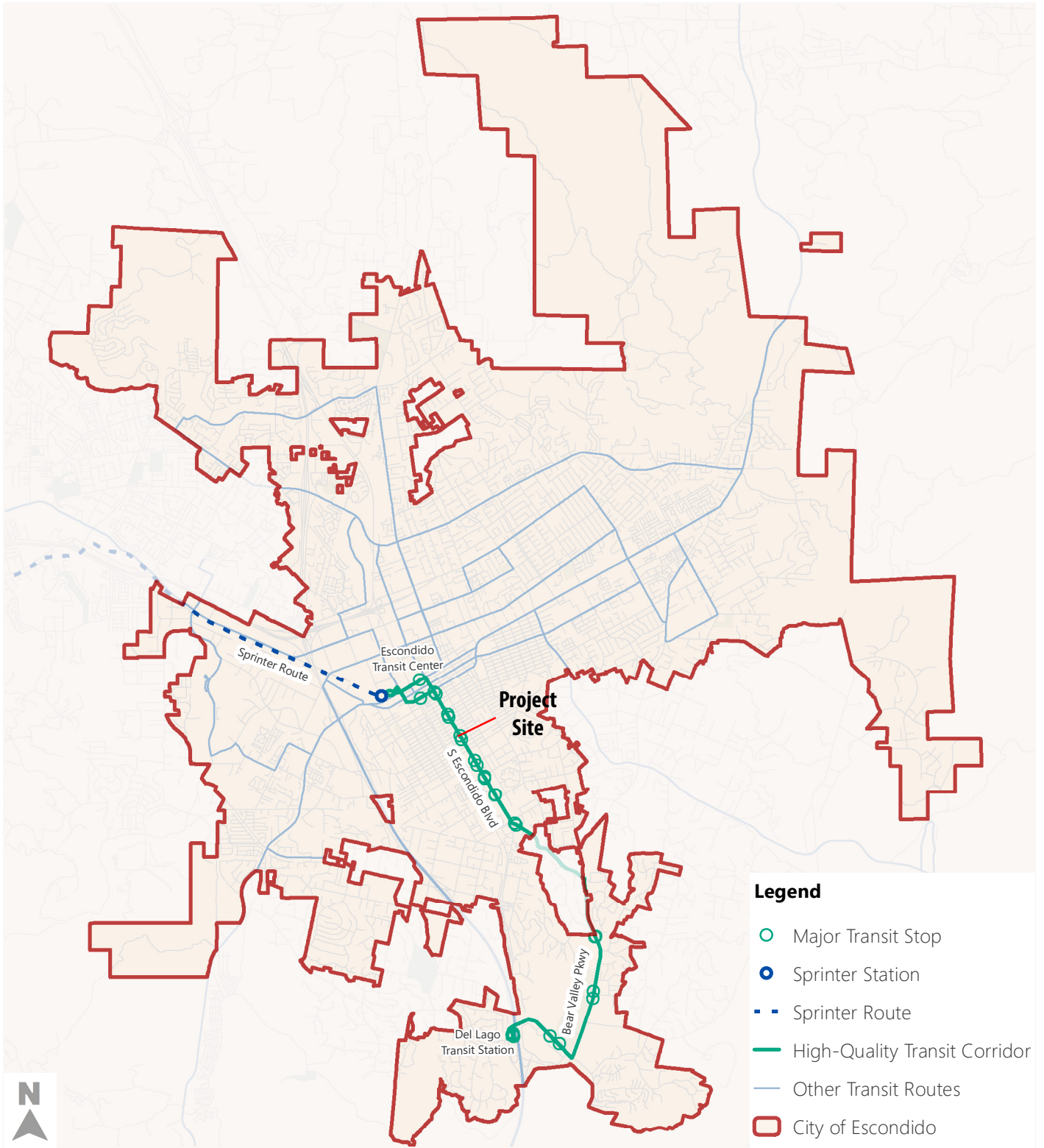
Attachment A – Proposed Project Regional Location



**829 S. Escondido Blvd Project
Project Information Form**

*Attachment A
Project Regional Location*

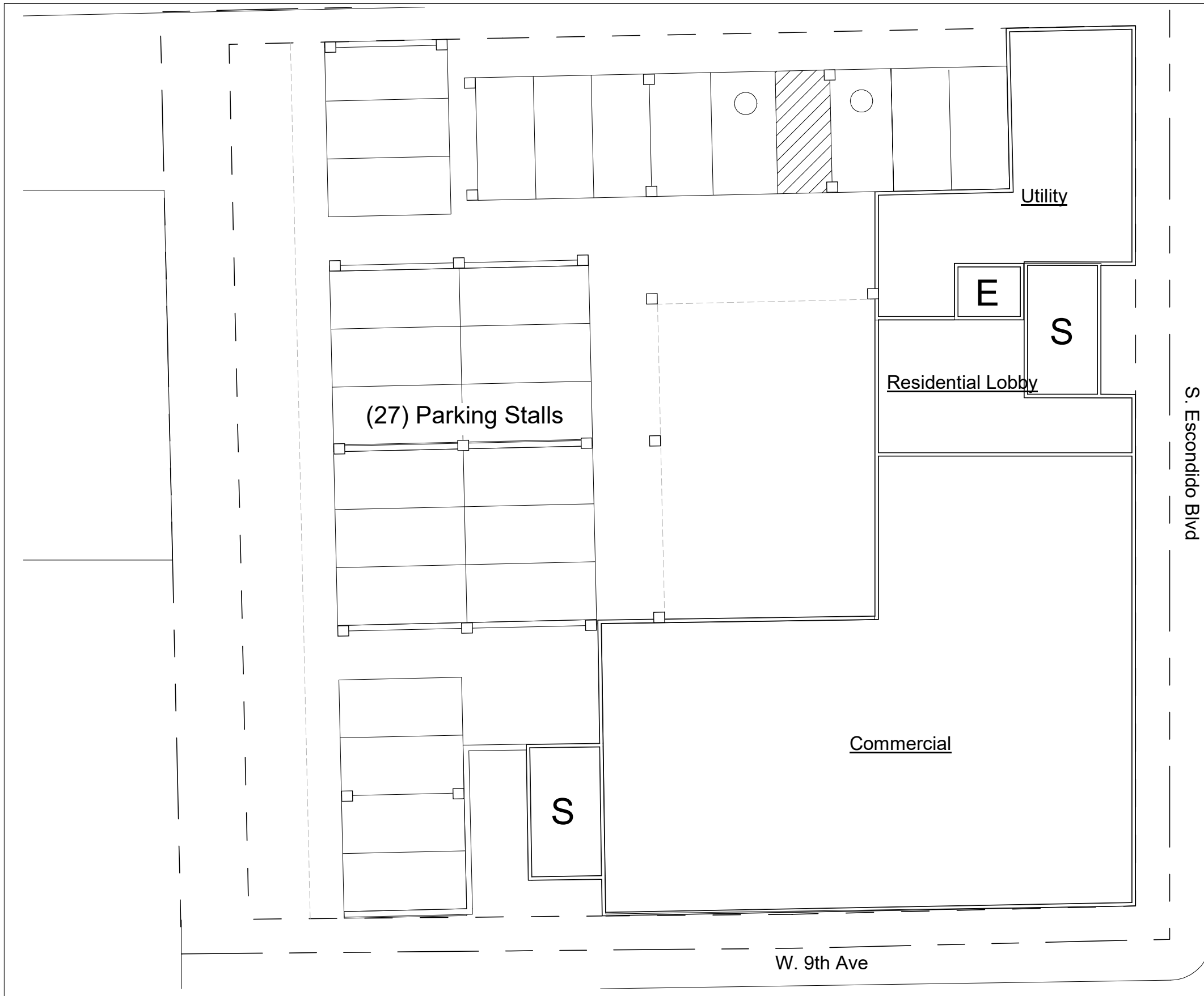




Existing Major Transit Stops and Existing High-Quality Transit Corridors

**City of Escondido
Project Information Form**

Attachment B – Proposed Project Site Plan



Level	Use/ Area
1	Commercial = 4150 GSF Residential Lobby = 540 GSF Utility = 880 GSF Parking = 27 Spaces
2	3 Residential Units @ 1200 GSF 3 Residential Units @ 1100 GSF 3 Residential Units @ 975 GSF Courtyard = 1500 GSF
3	3 Residential Units @ 1200 GSF 3 Residential Units @ 1100 GSF 1 Residential Units @ 975 GSF
4	3 Residential Units @ 1200 GSF 2 Residential Units @ 1100 GSF
	9 Units @ 1200 SF = 10800 GSF 8 Units @ 1100 SF = 8800 GSF 4 Units @ 975 SF = 3900 GSF 21 Total Units = 23500 GSF Total Area = 45400 GSF



829 South Escondido Blvd.- Level 1 Plan

Project number 19130

STUDIO E
ARCHITECTS

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Scale: 1/16" = 1'-0"
Date: 07.26.21
Ref Drawing:



S. Escondido Blvd

W. 9th Ave



829 South Escondido Blvd.- Level 2 Plan

Project number 19130

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A.2_4



S. Escondido Blvd

W. 9th Ave



829 South Escondido Blvd.- Level 3 Plan

Project number 19130

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Ref Drawing:

A.3_4



S. Escondido Blvd

W. 9th Ave



829 South Escondido Blvd.- Level 4 Plan

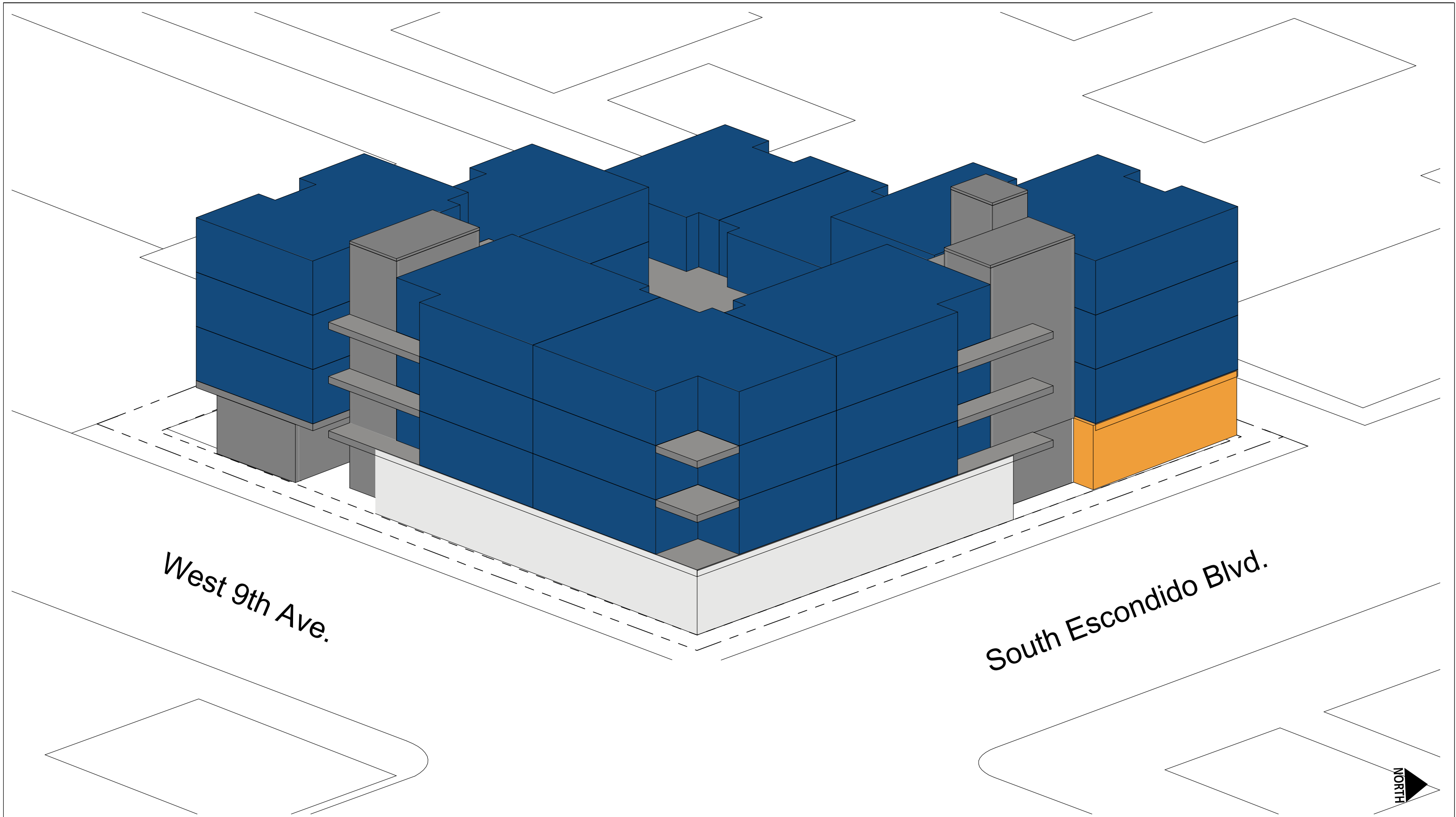
Project number 19130

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Ref Drawing:

A.4_4



West 9th Ave.

South Escondido Blvd.

NORTH

829 South Escondido Blvd.- Southeast Perspective

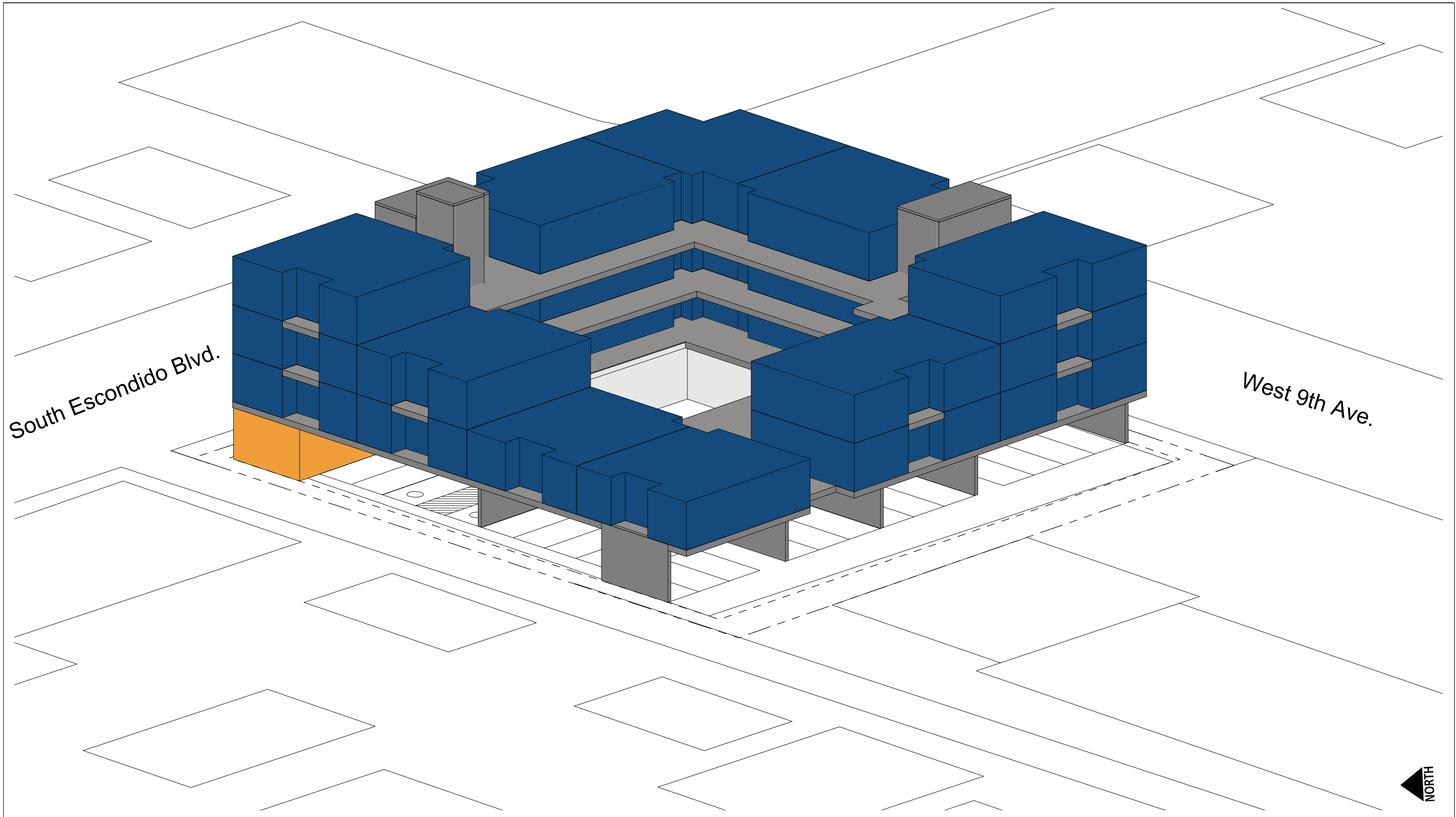
Project number 19130

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Ref Drawing:

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829 South Escondido Blvd.- Northwest Perspective

Project number 19130

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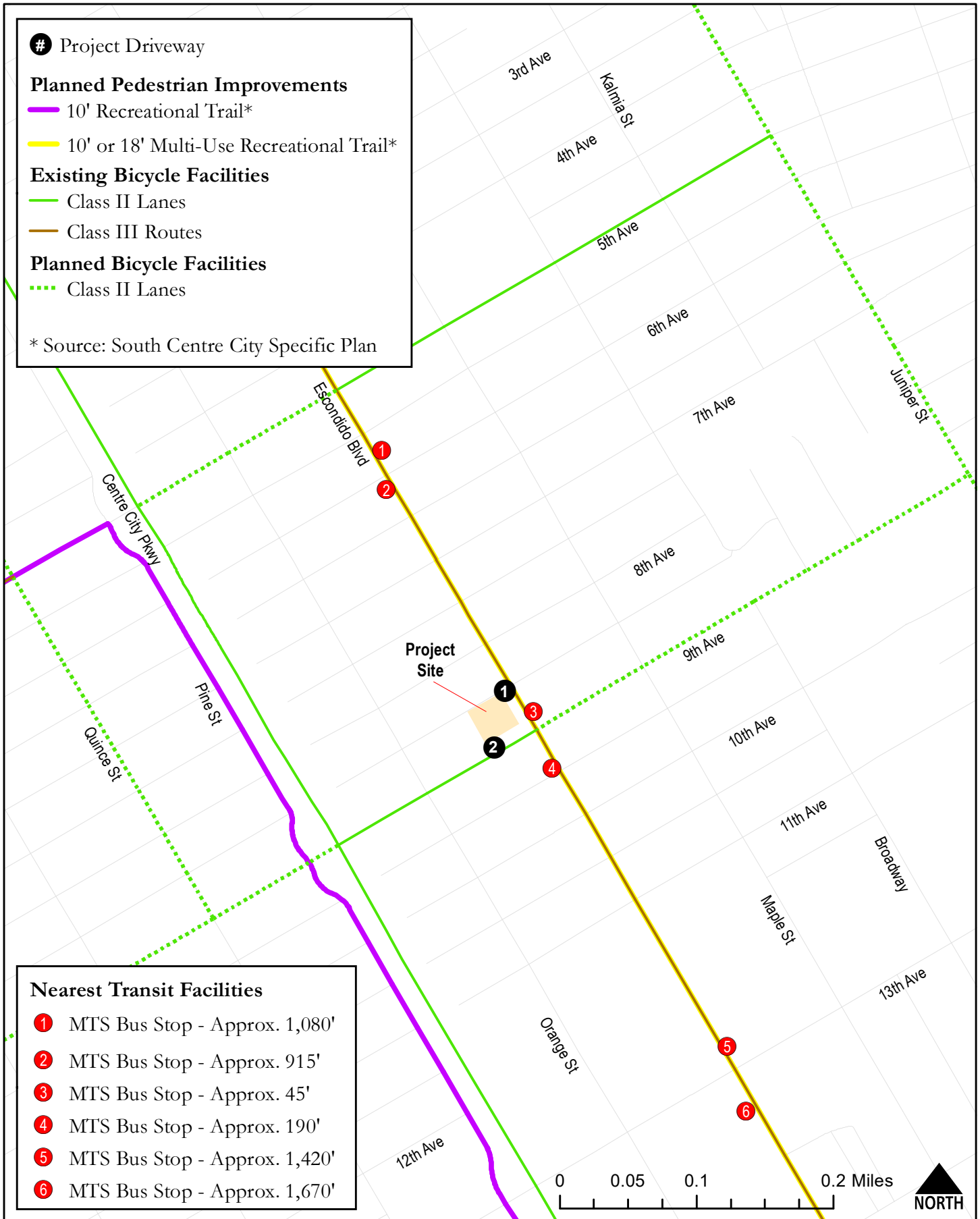
Scale: 1/16" = 1'-0"
Date: 07.26.21
Ref Drawing:

A.6_4



**City of Escondido
Project Information Form**

Attachment C – Vicinity Map



**829 S. Escondido Blvd Project
Project Information Form**

*Attachment C
Vicinity Map*



**City of Escondido
Project Information Form**

Attachment D – Proposed Project Trip Generation

City of Escondido Project Information Form

Trip generation rates for the Proposed Project were derived from the SANDAG's *(not so) Brief Guide of Vehicular Trip Generation Rates for the San Diego Region, April 2002*. The table below displays the expected weekday project trip generation, as well as the AM and PM peak hour project trip generation.

Proposed Project Trip Generation

Land Use	Units	Trip Rate	ADT	%	Trips	AM				PM			
						Split	In	Out	%	Trips	Split	In	Out
Existing Site													
Specialty Retail/Strip Commercial ¹	1,750 SF	40 / KSF	70	3%	3	6:4	2	1	9%	7	5:5	4	3
Delicatessen ²	2,000 SF	150 / KSF	300	9%	27	6:4	16	11	3%	9	3:7	3	6
Specialty Retail/Strip Commercial ³	1,600 SF	40 / KSF	64	3%	2	6:4	1	1	9%	6	5:5	3	3
Convenience Market (15-16 hours) ⁴	2,000 SF	500 / KSF	1,000	8%	80	5:5	40	40	8%	80	5:5	40	40
Subtotal			1,434	-	112	-	59	53	-	102	-	50	52
Proposed Project													
Multi-Family Units (More Than 20 DU/Acre)	21 Unit	6 / Unit	126	8%	11	2:8	2	9	9%	12	7:3	8	4
Specialty Retail/Strip Commercial	4,150 SF	40 / KSF	166	3%	5	6:4	3	2	9%	15	5:5	8	7
Subtotal			292	-	16	-	5	11	-	27	-	16	11
Total			-1,142	-	-96	-	-54	-42	-	-75	-	-34	-41

Source: SANDAG (not so) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region (April 2002)

Notes:

¹ Barber Shop

² Tamales Escondido

³ Lung Doctor Smoke Shop

⁴ Georgia's Liquor Store

**City of Escondido
Project Information Form**

Attachment E – Existing Land Uses

Existing Land Uses

- Barber Shop
- Tamales Escondido
- Lung Doctor Smoke Shop
- Georgia's Liquor Store



**City of Escondido
Project Information Form**

Attachment F – SANDAG VMT Map - Residents

City of Escondido Project Information Form

SANDAG San Diego Region SB743 VMT Maps
 TFIC: Transportation Forecast Information Center Metadata Disclaimer Download Mode Choice Report

Show search results for 829 S Escond...

Filter

San Diego Region SB743 VMT Maps

Forecast / ABM Version is
ABM2+ / 2021 RP

Residents/Employees is
Residents

Geography is
Traffic Analysis Zone

Year is
2016

2016 VMT Per Capita by Traffic Analysis Zone

Geography	Traffic Analysis Zone
Name	1253
Residents/Employees	Residents
Persons	410
VMT per Capita	15.4
Percent of Mean	81.4%

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

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

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

2050 - ABM2+ / 2021 RP (Scenario ID 459)
Regional Mean = 15.3 VMT per Resident

Archived Data

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

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.

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tfic@sandag.org

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